# NACOmatic

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RI Min Alt#1 - 5
RI Min TO#1 - 10
BID - 28
OQU - 38
PVD - 54
SFZ - 47
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RI Mins - Alternates #1 - 5
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BLOCK ISLAND ..... BID - 28
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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

## AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[23]**
**RNAV (GPS) Rwy 22[23]**

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

## AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
**RNAV (GPS)-B[2]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR/DME Rwy 8[2]**

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

## BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
**RNAV (GPS) Rwy 17[23]**
**RNAV (GPS) Rwy 35[36]**
**VOR/DME Rwy 35[4]**
**VOR Rwy 35[5]**

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
**ILS or LOC Rwy 22**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**

NA when local weather not available.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
**ILS or LOC Rwy 29[134]**
**RNAV (GPS) Rwy 11[3]**
**RNAV (GPS) Rwy 23[3]**
**RNAV (GPS) Rwy 29[3]**
**VOR Rwy 23[1]**

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

## BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
**VOR/DME Rwy 18[2]**

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

## BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.
NA when local weather not available.

## BLOCK ISLAND, RI

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN
INTL ..... **ILS or LOC Rwy 4R[1]**
**ILS Rwy 15R[1]**
**ILS Rwy 22L[1]**
**ILS Rwy 27[1]**
**ILS or LOC Rwy 33L[1]**
**RNAV (GPS) Rwy 32[2]**
**VOR/DME Rwy 15R[3]**

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[1,2]**
**VOR Rwy 6[3]**
**VOR Rwy 24[3]**
**VOR Rwy 29[3]**

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

## BURLINGTON, VT

BURLINGTON
INTL ..... **ILS or LOC/DME Rwy 15[1,2,3]**
**ILS or LOC/DME Rwy 33[1,2,4]**
**VOR Rwy 1[2]**

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

## CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

## CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

## CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**

NA when local weather not available.

## CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[1]**

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

## DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8[1]**
**VOR or GPS-A**

Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

## FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
**RNAV (GPS) Rwy 14[1]**
**RNAV (GPS) Rwy 20[2]**
**RNAV (GPS) Rwy32[2]**
**NDB-A[3]**

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

## FRYEBURG, ME

EASTERN SLOPES
RGNL ..... **NDB-B[1]**
**RNAV (GPS) Rwy 32[2]**

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

## GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

## HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

## HIGHGATE, VT

FRANKLIN COUNTY
STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

## HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/
POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
**ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6[2]**

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

## NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

## NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

## NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

## NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

## ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

## OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

## PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

## PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

## PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

## PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

## PORTSMOUTH, NH

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

## PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

## ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

## ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

## RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

## SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

## TAUNTON, MA

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

## VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

## WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

## WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

## WHITEFIELD, NH

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

## WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

## WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

## WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

## WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.



| NAME | TAKE-OFF MINIMUMS |
|---|---|

## AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)
AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

## BERLIN, NH

BERLIN RGNL (BML)
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

## BEVERLY, MA

BEVERLY MUNI (BVY)
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

## BIDDEFORD, ME

BIDDEFORD MUNI (B19)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

## BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)
AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

## BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

## CLAREMONT, NH

CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

## CONCORD, NH

CONCORD MUNI (CON)
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

## DANBURY, CT

DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

## DANIELSON, CT

DANIELSON (LZD)
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

## DEXTER, ME

DEXTER RGNL (1B0)
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

## EASTPORT, ME

EASTPORT MUNI (EPM)
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

## ELIOT, ME

LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)

NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

## FITCHBURG, MA

FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

## FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

## FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

## HOPEDALE, MA
HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

## HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

## HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.
DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.
NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

## JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.
DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

## KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.
NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

## LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.
NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

## LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.


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## LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

## LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

## LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

## MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

## MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

## MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

## MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

## MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

## MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.

**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

## MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

## MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

## NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

## NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

## NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

## NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

## NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.


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## NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

## NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

## NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

## NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

## NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL


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## OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)
ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

## ORANGE, MA

ORANGE MUNI (ORE)
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

## OXFORD, CT

WATERBURY-OXFORD (OXC)
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

## OXFORD, ME

OXFORD COUNTY RGNL (81B)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

## PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)
AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

## PITTSFIELD, MA

PITTSFIELD MUNI (PSF)
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.
**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

## PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

## PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

## PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

## PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

## PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

## PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

## PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

## ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

## ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

## RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

## SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

## SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

## SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

## STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

## TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

## VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

## WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

## WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.



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## WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

## WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

## WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

## WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

## WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

**ARMIN** N41°48.62′ W71°21.19′ NOTAM FILE PVD.
**NDB (LOM)** 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

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**BLOCK ISLAND STATE** (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
**RWY 10–28:** H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
**RWY 10:** MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
**AIRPORT REMARKS:** Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
**WEATHER DATA SOURCES:** AWOS–3 134.775 (401) 466–5495.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BID.
**SANDY POINT (L) VORW/DME** 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

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**DOWNTOWN PROVIDENCE HELISTOP** (See PROVIDENCE)

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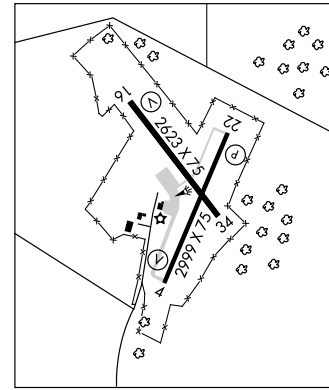
**NEWPORT STATE** (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
**RWY 04–22:** H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
**RWY 04:** VASI(V4L)—GA 4.0°TCH 51′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
**RWY 16–34:** H2623X75 (ASPH) S–30 MIRL 0.6% up S
**RWY 16:** VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys ‘A’ ‘B’ ‘C’ and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
**WEATHER DATA SOURCES:** ASOS 132.075 (401) 846–5910.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
**HIWAS.**
**ILS/DME** 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.

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**NORTH CENTRAL STATE** (See PAWTUCKET)

| APP CRS | Rwy ldg | 2502 |
|---|---|---|
| 104° | TDZE | 108 |
| | Apt Elev | 108 |

# RNAV (GPS) RWY 10
## BLOCK ISLAND STATE (BID)

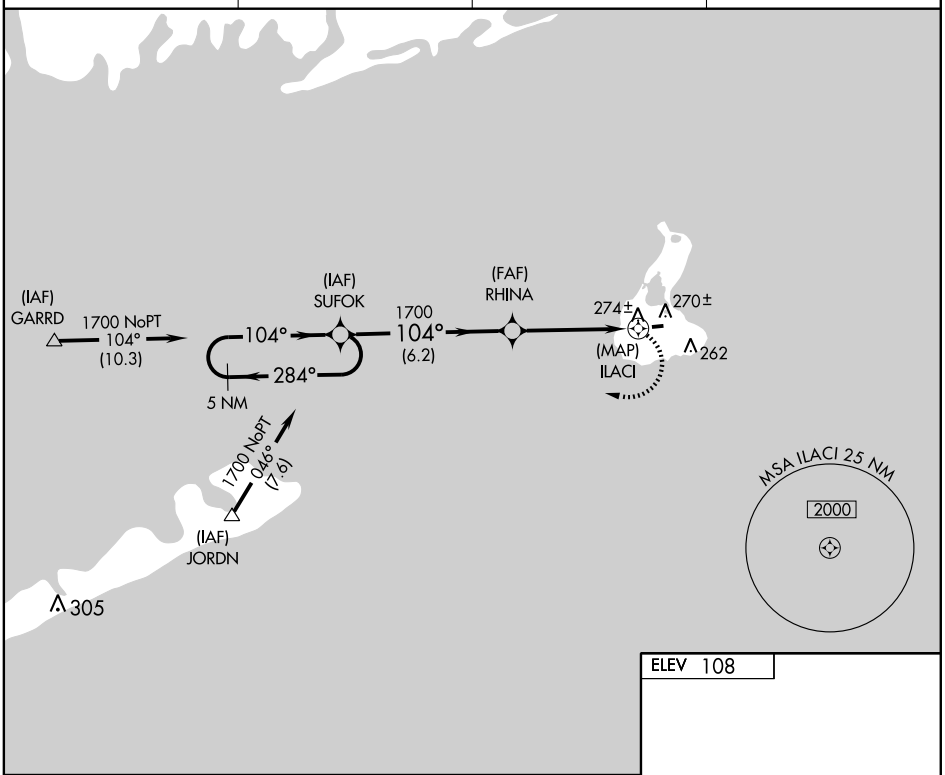
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA.

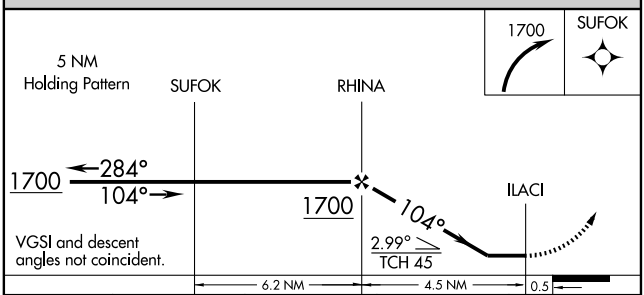
NA

MALSF

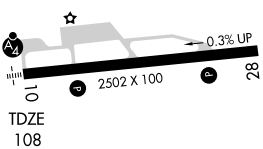
MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




ELEV 108




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700- ¾ 592 (600- ¾) | | 700-1½ 592 (600-1½) | NA |
| CIRCLING | 700-1 592 (600-1) | | 700-1½ 592 (600-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

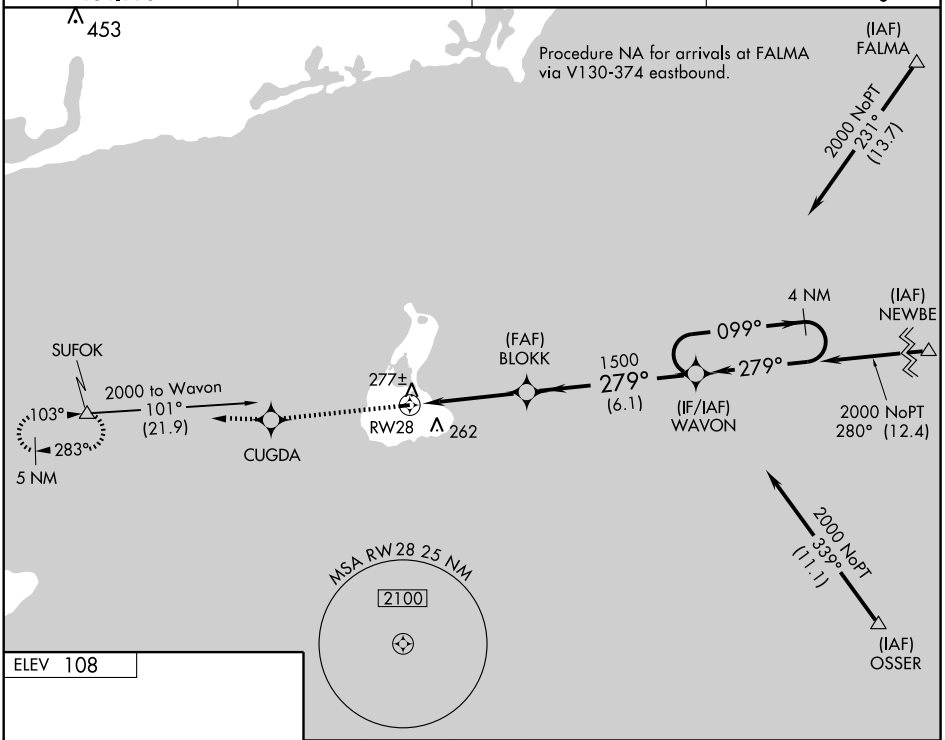
| WAAS CH 70501 W28A | APP CRS 279° | Rwy ldg 2502 TDZE 108 Apt Elev 108 |
|---|---|---|

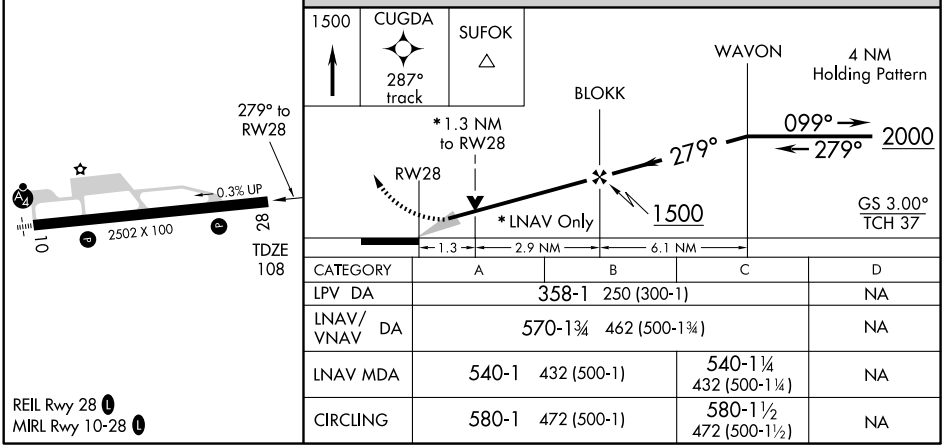
# RNAV (GPS) RWY 28
## BLOCK ISLAND STATE (BID)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 96°C (205°F).

MISSED APPROACH: Climb to 1500 direct CUGDA and via 287° track to SUFOK and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 358-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 570-1¾ 462 (500-1¾) | | | NA |
| LNAV MDA | 540-1 432 (500-1) | | 540-1¼ 432 (500-1¼) | NA |
| CIRCLING | 580-1 472 (500-1) | | 580-1½ 472 (500-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SEY 117.8 Chan 125 | APP CRS 104° | Rwy ldg 2502<br>TDZE 109<br>Apt Elev 109 |
|---|---|---|

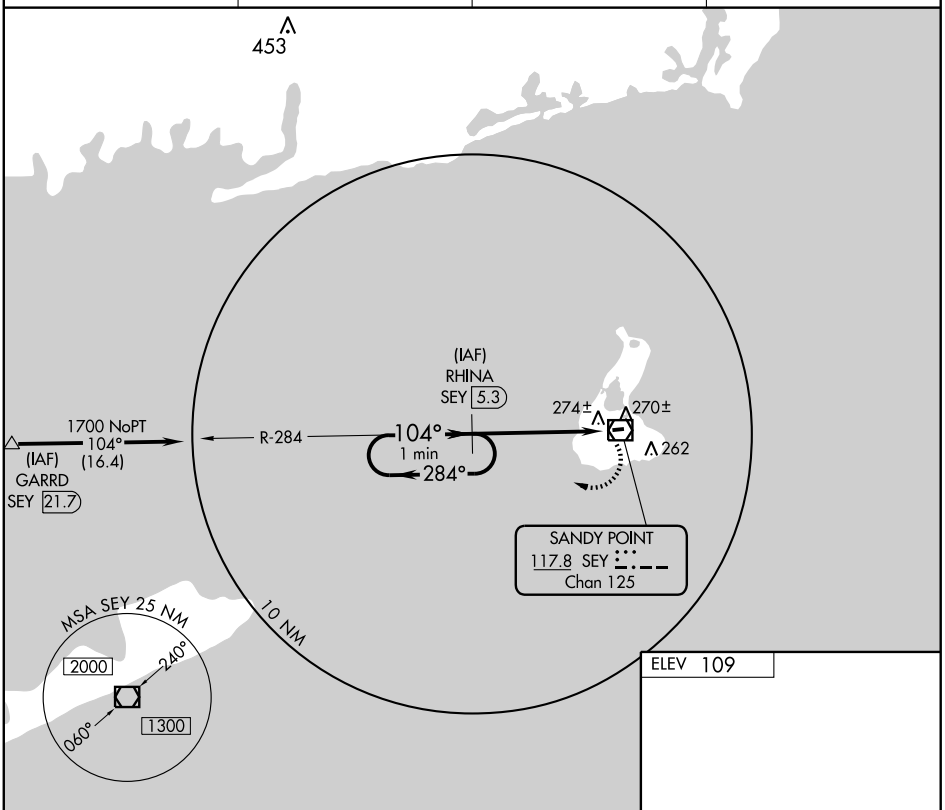
# VOR/DME RWY 10
## BLOCK ISLAND STATE (BID)

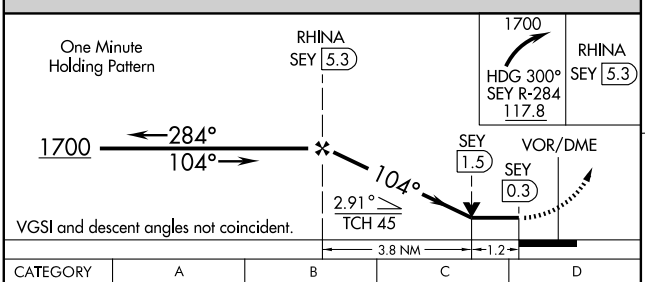
Inoperative table does not apply to Cat C.

MALSF

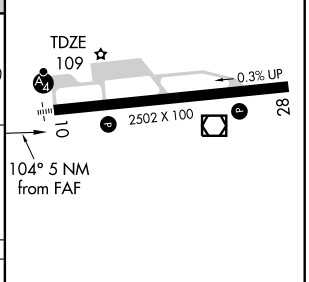
MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 540- ¾ 431 (500- ¾) | | 540-1¼<br>431 (500-1¼) | NA |
| CIRCLING | 580-1 471 (500-1) | | 580-1½<br>471 (500-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

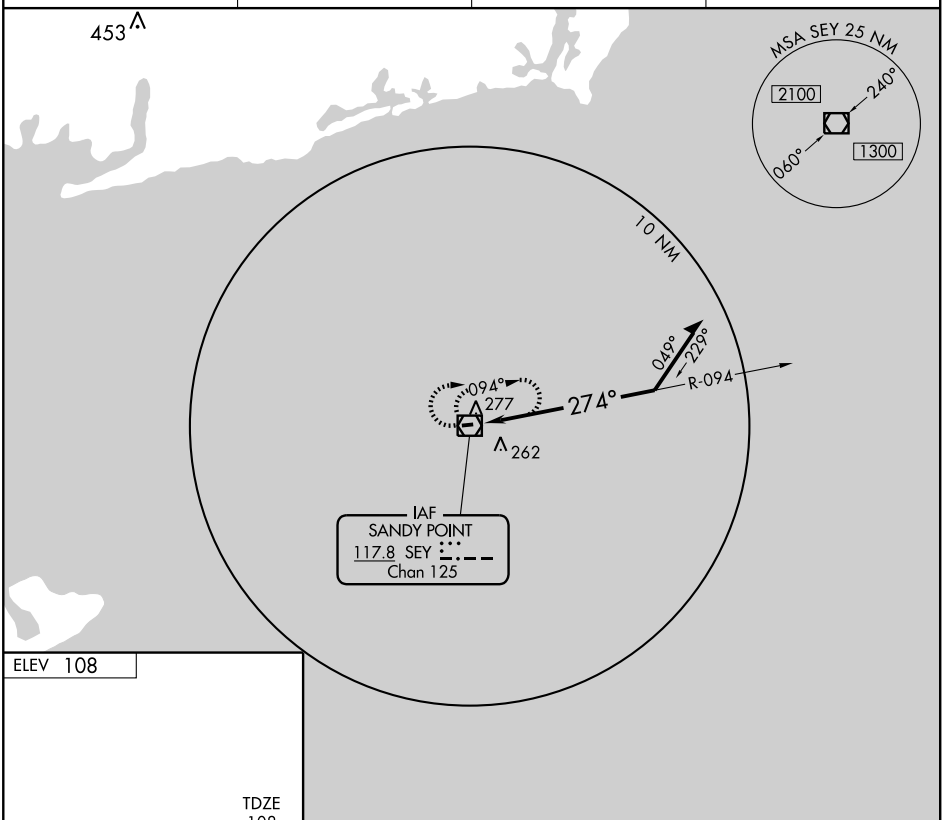
# VOR RWY 28
## BLOCK ISLAND STATE (BID)

| VOR/DME SEY | APP CRS | Rwy ldg | 2502 |
|---|---|---|---|
| 117.8 | 274° | TDZE | 108 |
| Chan 125 | | Apt Elev | 108 |

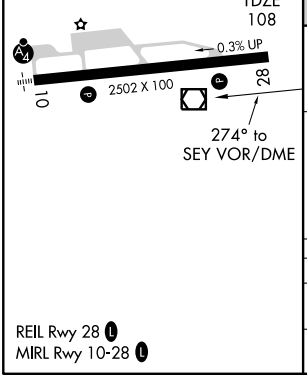
Visibility reduction by helicopters NA. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet and S-28 Cat C visibility ¼ mile. VDP NA when using Westerly State altimeter setting.

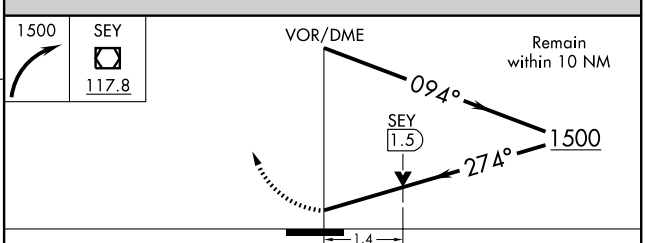
MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




ELEV 108




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 580-1 472 (500-1) | | 580-1¼ 472 (500-1¼) | NA |
| CIRCLING | 580-1 472 (500-1) | | 580-1½ 472 (500-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L


NE-1, 26 AUG 2010 to 23 SEP 2010

**ARMIN** N41°48.62′ W71°21.19′ NOTAM FILE PVD.
**NDB (LOM)** 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

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**BLOCK ISLAND STATE** (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
**RWY 10–28:** H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
**RWY 10:** MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
**AIRPORT REMARKS:** Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
**WEATHER DATA SOURCES:** AWOS–3 134.775 (401) 466–5495.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BID.
**SANDY POINT (L) VORW/DME** 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

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**DOWNTOWN PROVIDENCE HELISTOP** (See PROVIDENCE)

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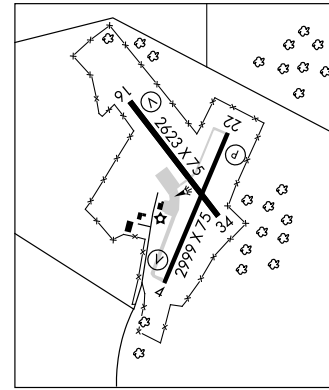
**NEWPORT STATE** (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
**RWY 04–22:** H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
**RWY 04:** VASI(V4L)—GA 4.0°TCH 51′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
**RWY 16–34:** H2623X75 (ASPH) S–30 MIRL 0.6% up S
**RWY 16:** VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys ‘A’ ‘B’ ‘C’ and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
**WEATHER DATA SOURCES:** ASOS 132.075 (401) 846–5910.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
**HIWAS.**
**ILS/DME** 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.

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**NORTH CENTRAL STATE** (See PAWTUCKET)

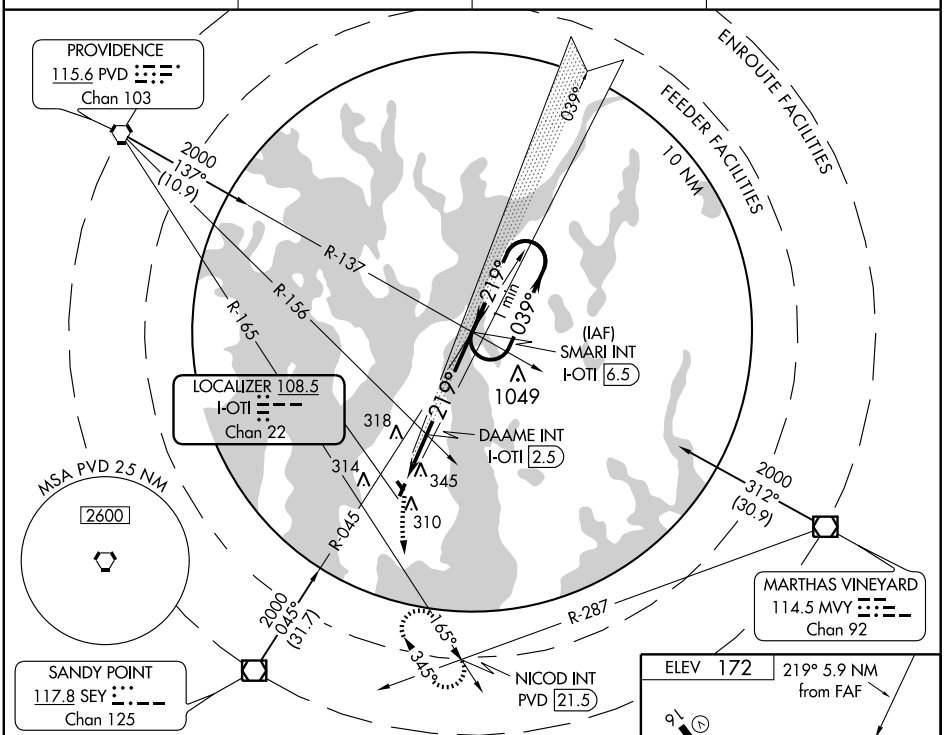
| LOC/DME I-OTI | APP CRS | Rwy ldg 2999 |
|---|---|---|
| 108.5 | 219° | TDZE 172 |
| Chan 22 | | Apt Elev 172 |

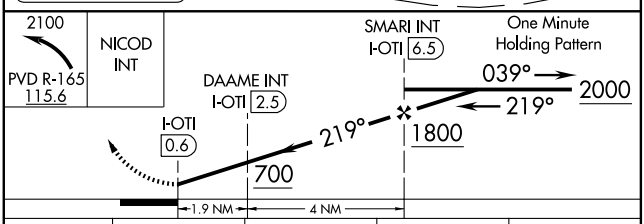
# LOC RWY 22
## NEWPORT STATE (UUU)

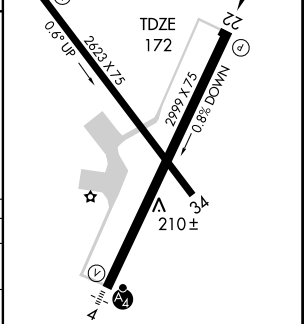
NA

MISSED APPROACH: Climbing left turn to 2100 via PVD VORTAC R-165 to NICOD Int/21.5 DME and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 700-1 528 (600-1) | | 700-1½ 528 (600-1½) | NA |
| CIRCLING | 760-1 588 (600-1) | | 760-1½ 588 (600-1½) | NA |
| DAAME FIX MINIMUMS | | | | |
| S-22 | 640-1 468 (500-1) | | 640-1¼ 468 (500-1¼) | NA |
| CIRCLING | 760-1 588 (600-1) | | 760-1½ 588 (600-1½) | NA |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |


NE-1, 26 AUG 2010 to 23 SEP 2010

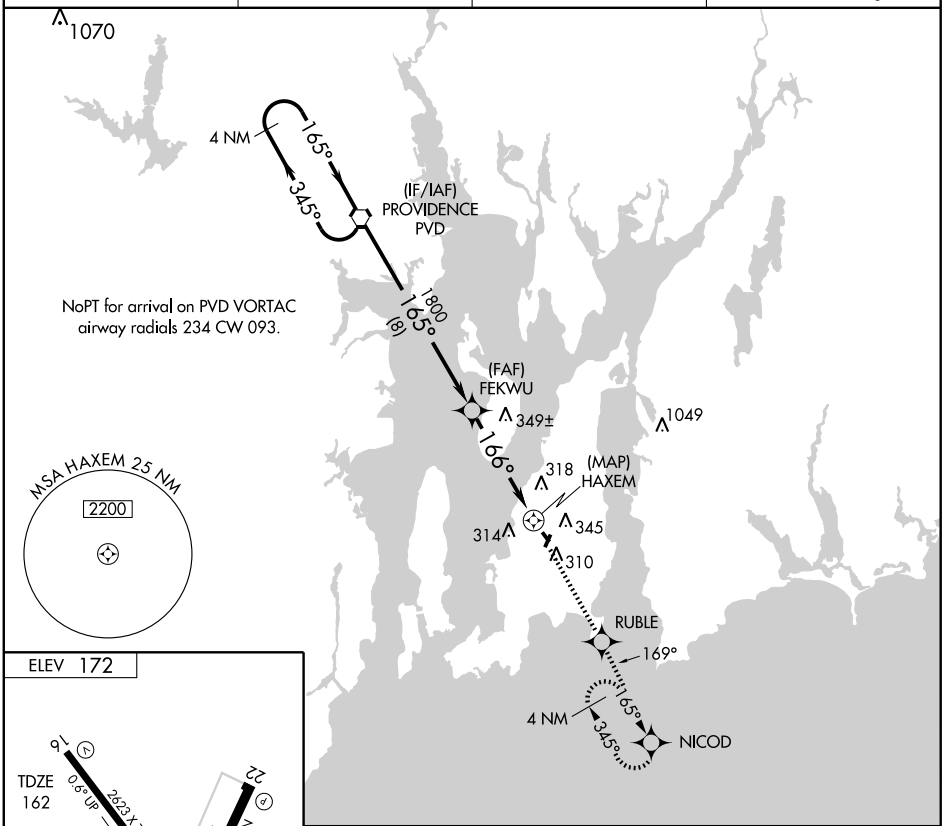
| APP CRS | Rwy ldg | 2623 |
|---|---|---|
| 166° | TDZE | 162 |
| | Apt Elev | 172 |

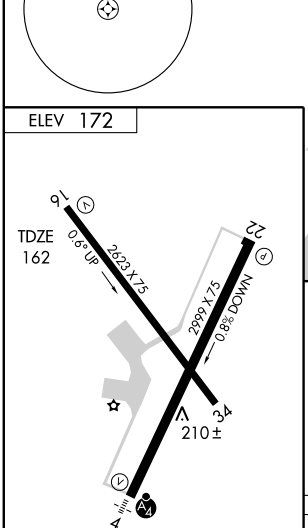
# RNAV (GPS) RWY 16
## NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. VDP NA with Providence altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

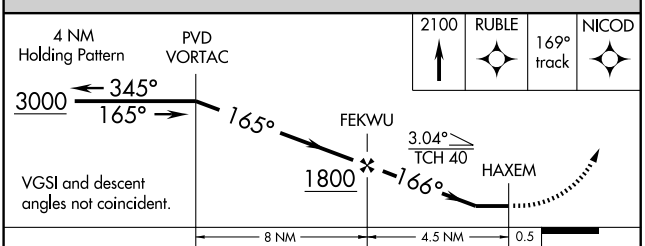
MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) L |




REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 438 (500-1) | | 600-1¼ 438 (500-1¼) | NA |
| CIRCLING | 700-1 528 (600-1) | | 700-1½ 528 (600-1½) | NA |


NE-1, 26 AUG 2010 to 23 SEP 2010

# TEDDY THREE ARRIVAL

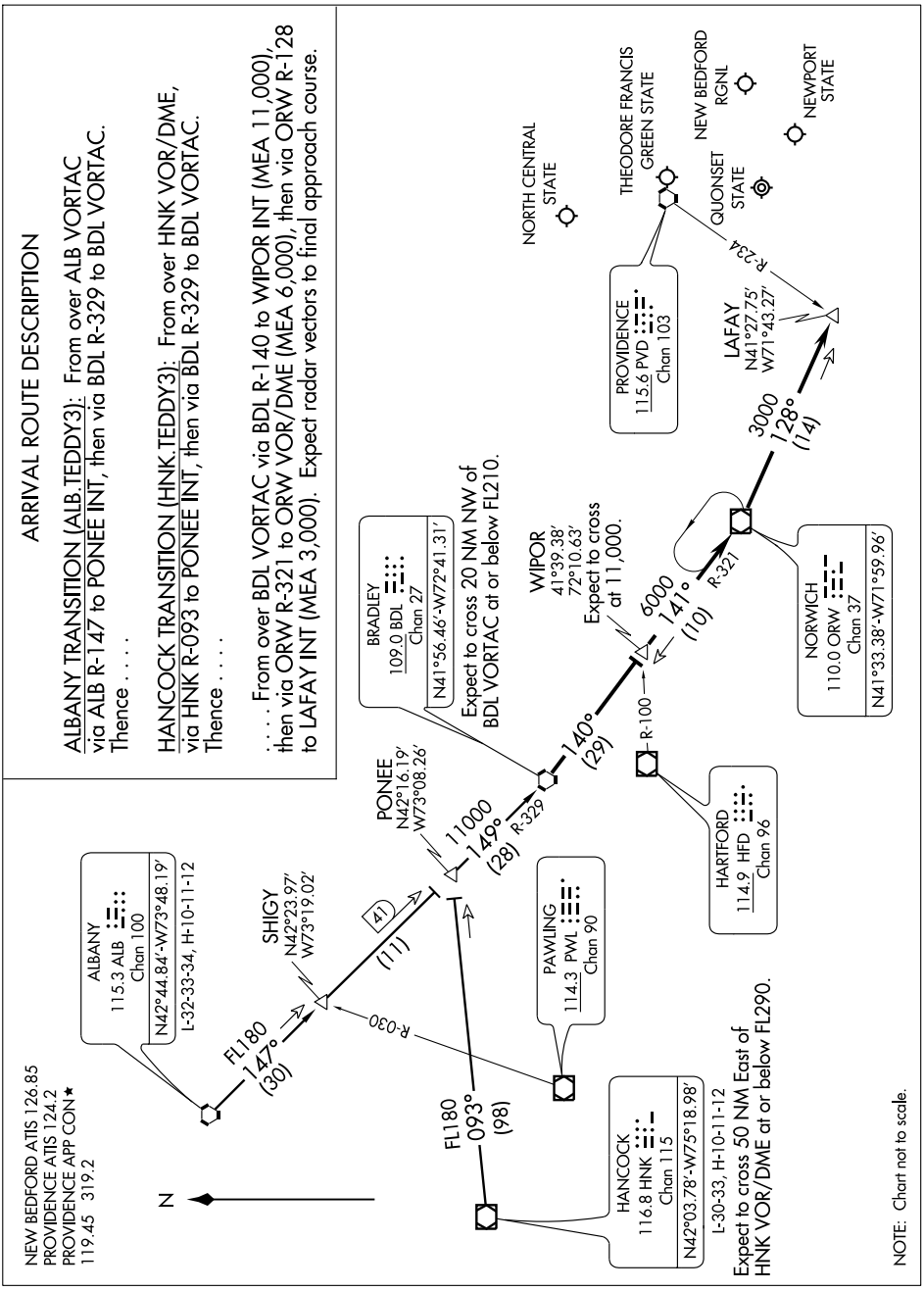
PROVIDENCE, RHODE ISLAND

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.






TEDDY THREE ARRIVAL
PROVIDENCE, RHODE ISLAND
(BDL.TEDDY3) 07354
NE-1, 26 AUG 2010 to 23 SEP 2010

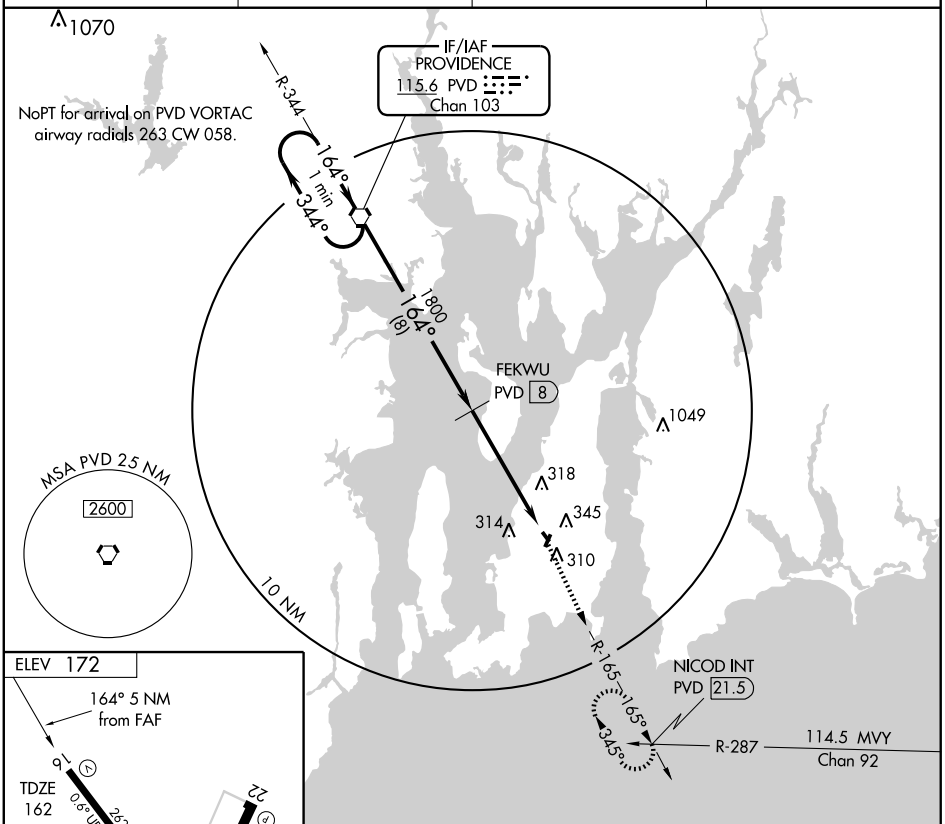
| VORTAC PVD | APP CRS | Rwy ldg | 2623 |
|---|---|---|---|
| 115.6 | 164° | TDZE | 162 |
| Chan 103 | | Apt Elev | 172 |

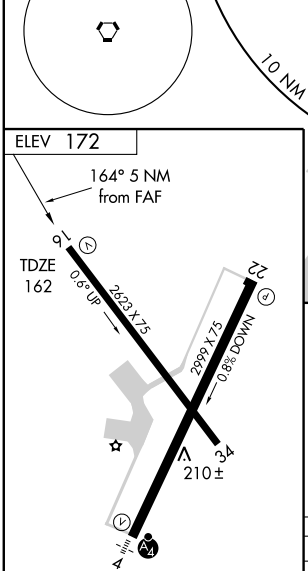
# VOR/DME RWY 16
## NEWPORT STATE (UUU)

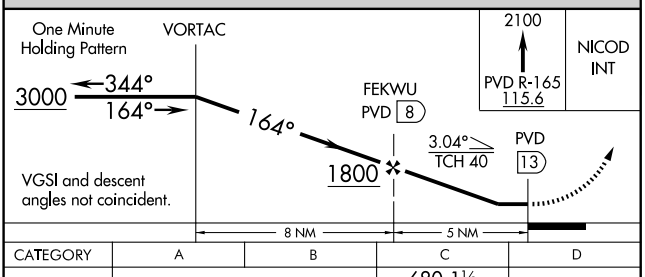
When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) L |



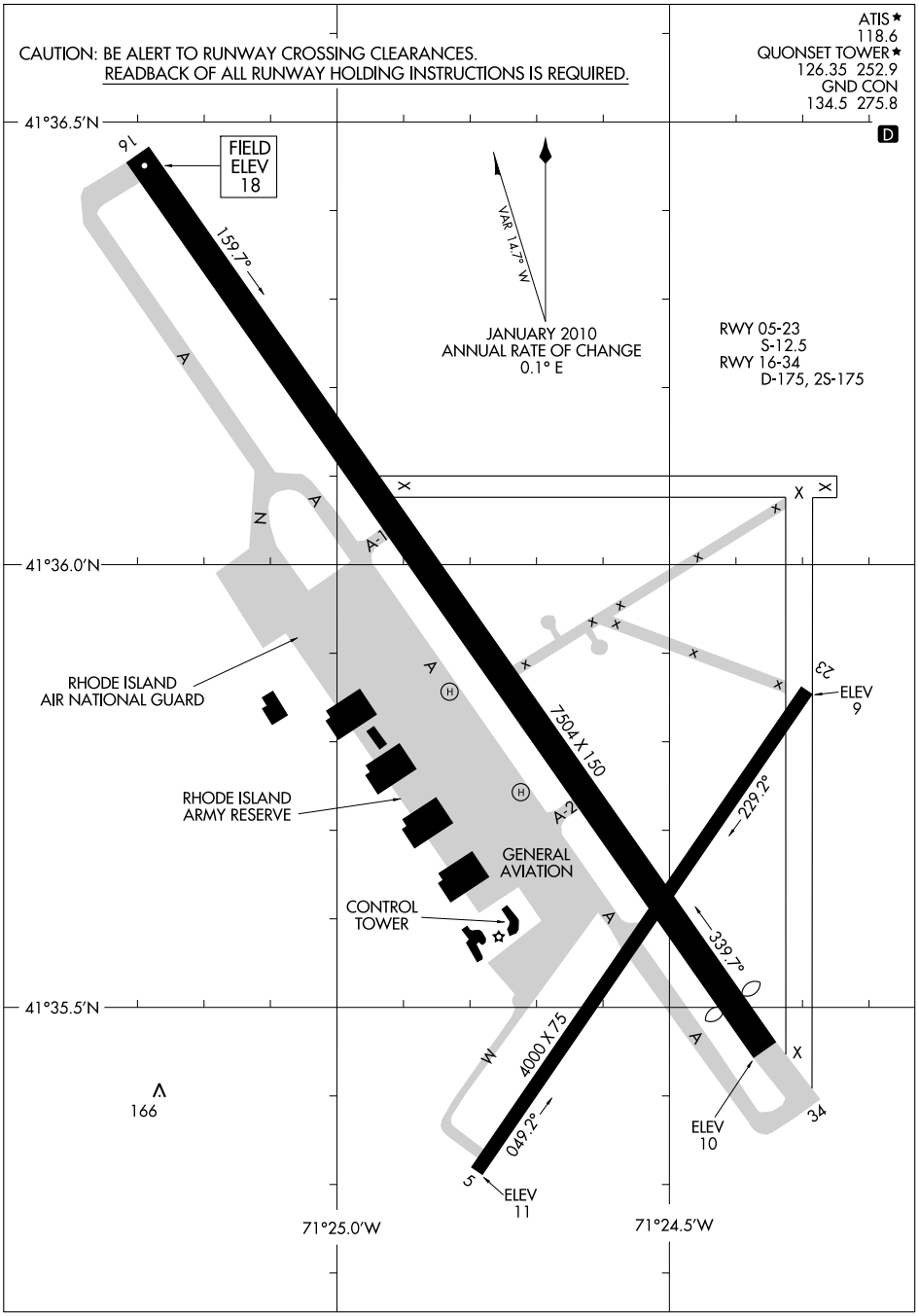

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 680-1 518 (600-1) | | 680-1½ 518 (600-1½) | NA |
| CIRCLING | 700-1 528 (600-1) | | 700-1½ 528 (600-1½) | NA |


NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-338 (FAA)

NORTH KINGSTOWN/ QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NORTH KINGSTOWN, RHODE ISLAND
NORTH KINGSTOWN/QUONSET STATE (OQU)

10210

# NORTH KINGSTOWN

## QUONSET STATE (OQU)(KOQU) CIV/MIL/P/ARNG/ANG 3 NE UTC−5(−4DT)

NEW YORK
H–10I, 11D, 12J, L–33C
IAP, DIAP, AD

N41°35.83′ W71°24.73′

18 B **FUEL** 100LL, JET A LRA NOTAM FILE OQU

**RWY 16–34:** H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL

**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Trees.

**RWY 34:** PAPI(P4L)—GA 3.0° TCH 58′. Thld dsplcd 403′.

**RWY 05–23:** H4000X75 (ASPH) S–12.5 MIRL

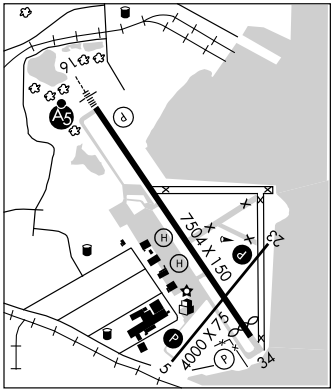
**RWY 05:** REIL. PAPI(P4L)–GA 3.0° TCH 40′. Pole.

**RWY 23:** REIL. PAPI(P4R)–GA 3.0° TCH 40°.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 16:** TORA–7100 TODA–7100 ASDA–7100 LDA–7100

**RWY 34:** TORA–7500 TODA–7500 ASDA–7500 LDA–7100




**MILITARY SERVICE: FUEL** J8 (Military) A+, Landmark Aviation, opr 1100–0200Z‡. PPR mandatory during non–duty hr. Ctc C401–295–5020 extension 3008.) (NC–100LL, A)

**AIRPORT REMARKS:** Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1230–2230Z‡. Noise abatement procedures for heavy acft; ctc arpt manager 401–295–5020. Heavy acft 255,000 gross weight. Twy R and Twy E clsd indef. Lgtd cranes 125′ high at pier 1000′ SE of Rwy 05. Deer and birds on and invof arpt. 180° turns for acft over 12,500 pounds gross weight prohibited on Rwy 16–34. Rwy 16 8000′ avbl for military acft. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 16–34, MALSR Rwy 16, REIL Rwy 05 and Rwy 23, and PAPI Rwy 05 and Rwy 23, and twy lgts—CTAF. Ldg fee commercial and non Rhode Island registered acft/overnight parking fee. Flight Notification Service (ADCUS) available.

**MILITARY REMARKS: RSTD** 180° turns for acft over 12,500 lbs gross weight prohibited on Rwy 16–34. **MISC** Rwy 16 8000′ avbl for military acft only. **TFC PAT** Rotary/Wing 718 (700), Fixed/Wing 1018(1000). **ANG** PPR. Opr Tue–Fri 1200–2230Z‡, except holidays. Tran acft inbound to ANG ctc RHODY OPS 15 min out. ANG OPS DSN 476–3405/3422, C401–886–1405/1422. Req all acft carrying Distinguished Visitors transit the ANG ramp during normal duty hr. Bird Aircraft Strike Hazard program in effect. 1 Aug–31 Oct is designated Phase II for Bird Watch Condition. Increased hazard from Canadian geese flying east to west over rwy. Inbound acft ctc twr for latest Bird Watch Condition. No communications security/weapons storage avbl. Acft req customs/agriculture ctc RHODY OPS 7 days prior arrival. No hot cargo parking avbl. **ARNG** Opr Tue–Fri 1200–2230Z‡, except holidays. Ltd tran maintenance, fuel and parking avbl. PPR fuel DSN 247–4539, C401–275–4539. Tran military acft ctc ARNG OPS 38.95 253.4 if landing ARNG ramp.

**COMMUNICATIONS: CTAF** 126.35 **ATIS** 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡ Sun 1500–2300Z‡.)

**UNICOM** 122.95

**RCO** 122.3 (BRIDGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 135.4 380.25 244.875 (1045–0500Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 307.9 (0500–1045Z‡)

**QUONSET TOWER** 126.35 252.9 Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; clsd Mon and holidays **GND CON** 134.5 275.8 **ARNG OPS** 36.8 233.15

**ANG OPS** 383.3 (Call RHODY OPS)

**AIRSPACE: CLASS D** svc Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; except Mon and holidays other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.

**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 188° 7.7 NM to fld. 49/14W. **HIWAS.**

**ILS/DME** 109.5 I–OQU Chan 32 Rwy 16. Class IA. Unmonitored when twr clsd. Preventive maintenance scheduled Thu 1400–1600Z‡.

| LOC/DME I-OQU | APP CRS | Rwy ldg 7100 |
|---|---|---|
| 109.5 | 160° | TDZE 18 |
| Chan 32 | | Apt Elev 18 |

# ILS or LOC RWY 16

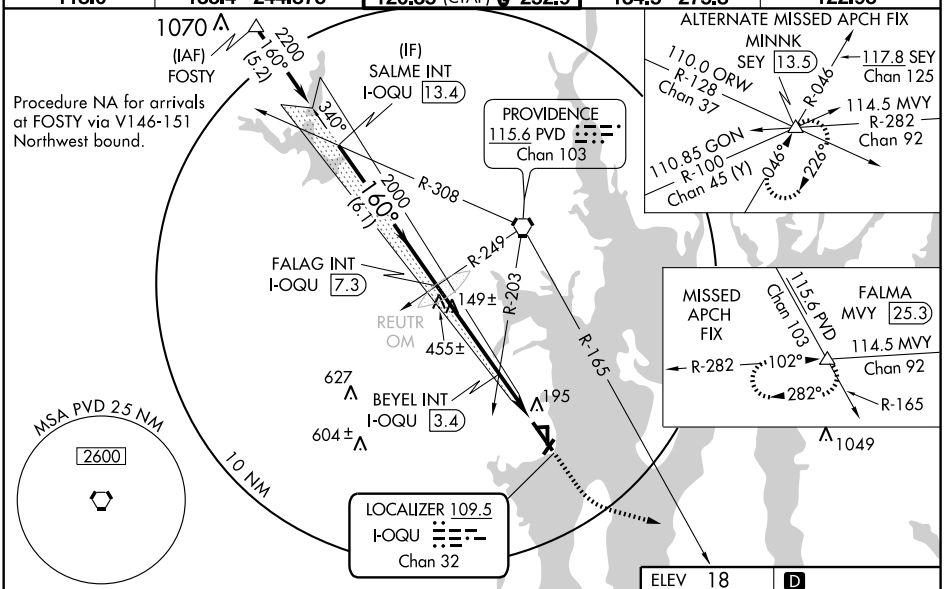
## NORTH KINGSTOWN / QUONSET STATE (OQU)

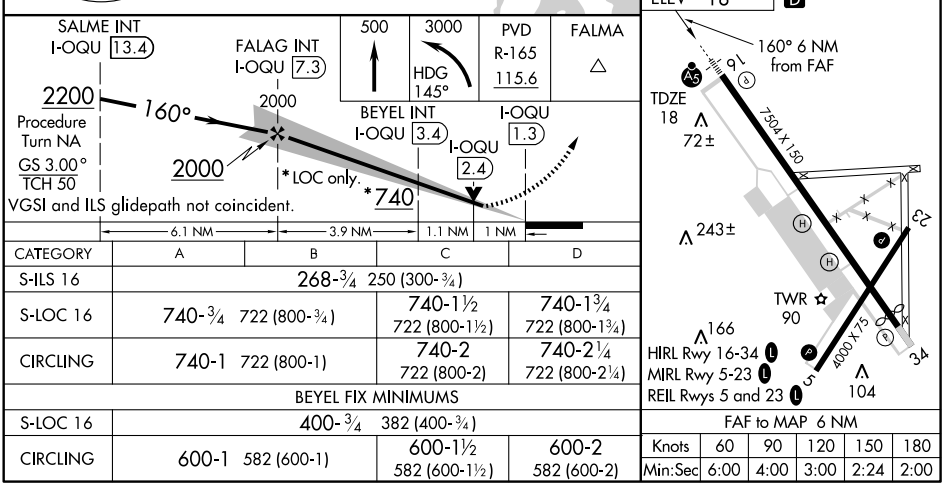
Visibility reduction by helicopters NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C,and D visibilities ¼ mile, and BEYEL fix minimums Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSR, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/ MVY 25.3 DME and hold.

| ATIS★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 268-¾ 250 (300-¾) | | | |
| S-LOC 16 | 740-¾ 722 (800-¾) | | 740-1½ 722 (800-1½) | 740-1¾ 722 (800-1¾) |
| CIRCLING | 740-1 722 (800-1) | | 740-2 722 (800-2) | 740-2¼ 722 (800-2¼) |
| BEYEL FIX MINIMUMS | | | | |
| S-LOC 16 | 400-¾ 382 (400-¾) | | | |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

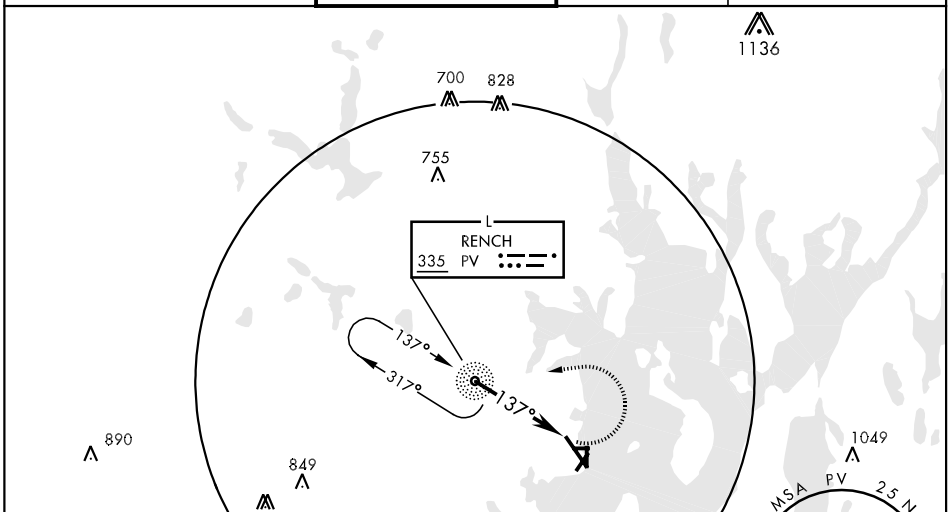
| NDB PV 335 | APCH CRS 137° | Rwy ldg 7504<br>TDZE 19<br>Arpt Elev 19 | AL-338 [USA] | NORTH KINGSTOWN/ QUONSET STATE (OQU) |
|---|---|---|---|---|

NA
Procedure not authorized when Providence approach control closed.
When local altimeter not received, use Providence altimeter setting.

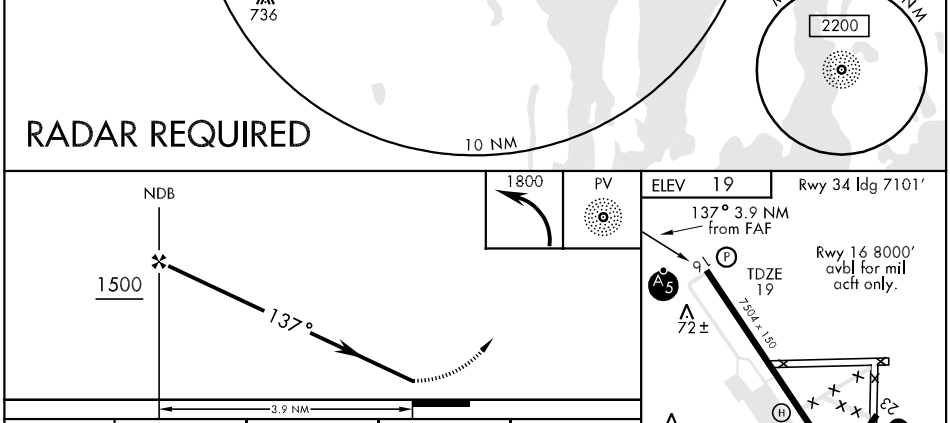
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct PV NDB and hold or as directed by ATC.

| PROVIDENCE APP CON | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|
| 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 520-1 501 (600-1) | | 520-1½ 501 (600-½) | |
| CIRCLING | 560-1 541 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |
| PROVIDENCE ALTIMETER SETTING MINIMUMS | | | | |
| S-16 | 540-1 521 (600-1) | | 540-1½ 521 (600-1½) | 540-1¾ 521 (600-1¾) |
| CIRCLING | 600-1 581 (600-1) | | 600-1½ 581 (600-1½) | 600-2 581 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 93705 W16A | APP CRS 160° | Rwy ldg 7100<br>TDZE 18<br>Apt Elev 18 |
|---|---|---|

# RNAV (GPS) RWY 16

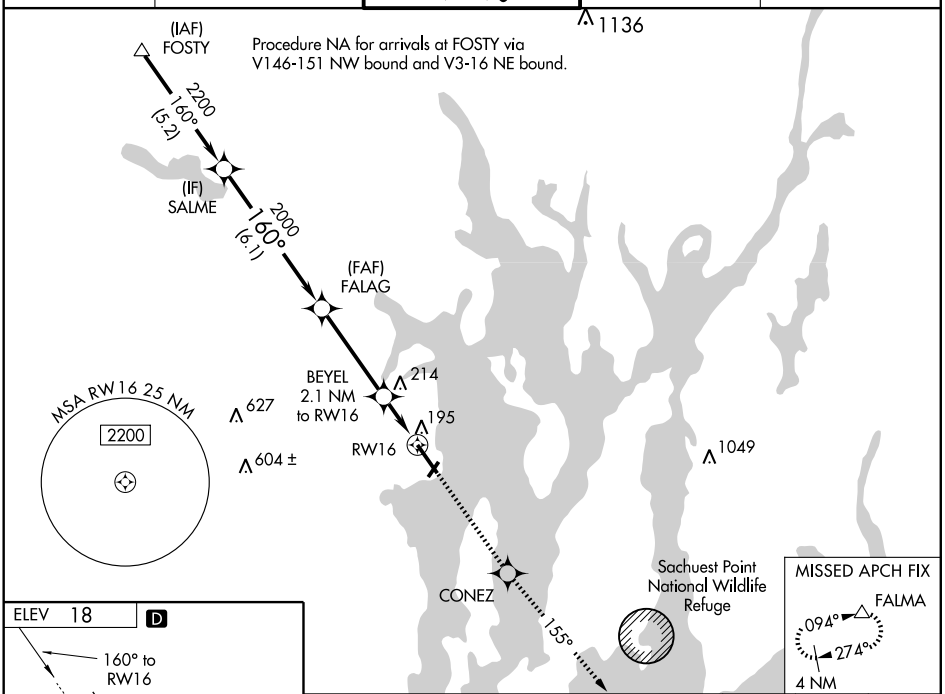
## NORTH KINGSTOWN / QUONSET STATE (OQU)

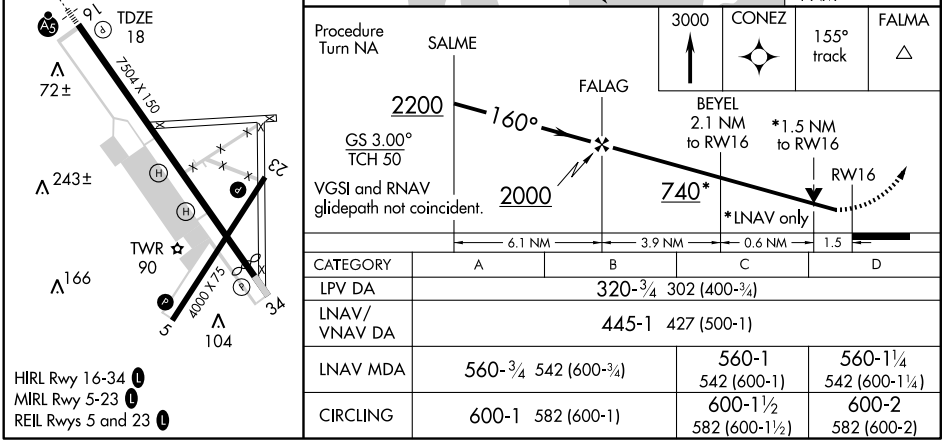
For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 320-¾ 302 (400-¾) | | | |
| LNAV/ VNAV DA | 445-1 427 (500-1) | | | |
| LNAV MDA | 560-¾ 542 (600-¾) | | 560-1 542 (600-1) | 560-1¼ 542 (600-1¼) |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |


NE-1, 26 AUG 2010 to 23 SEP 2010

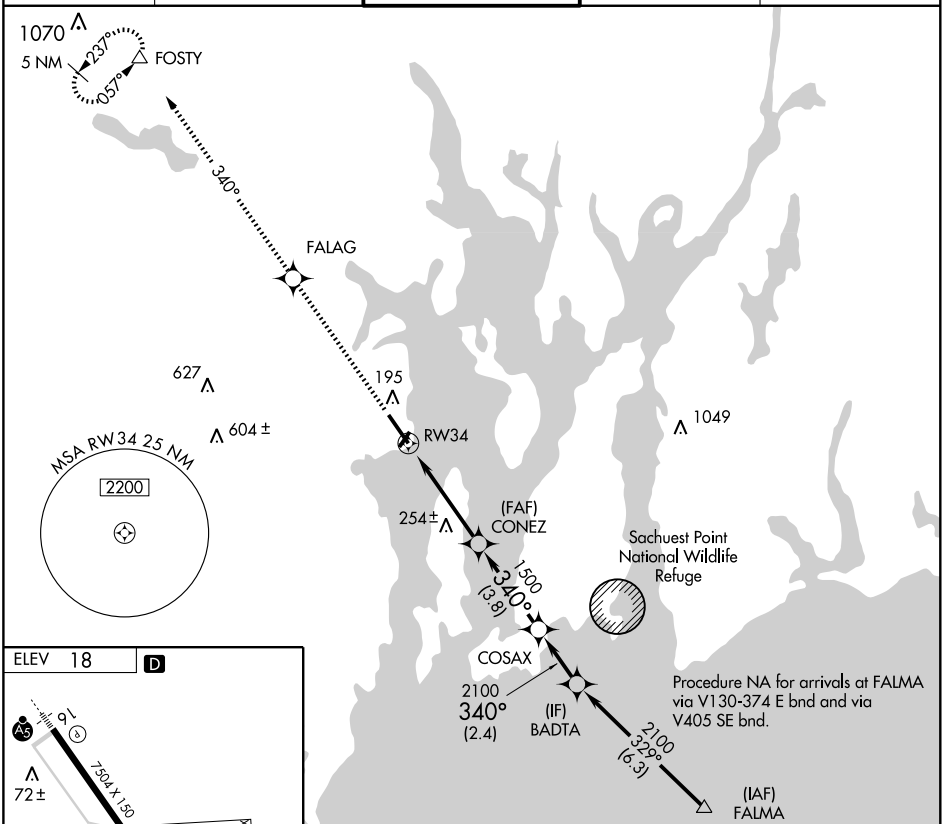
| APP CRS | Rwy ldg | 7100 |
|---|---|---|
| 340° | TDZE | 11 |
| | Apt Elev | 18 |

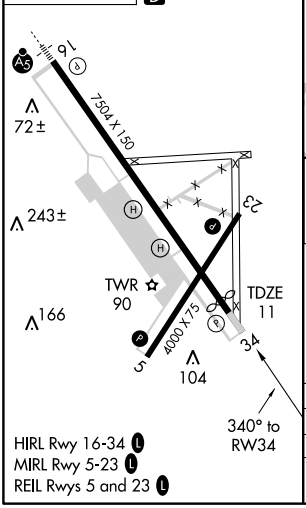
# RNAV (GPS) RWY 34
## NORTH KINGSTOWN / QUONSET STATE (OQU)

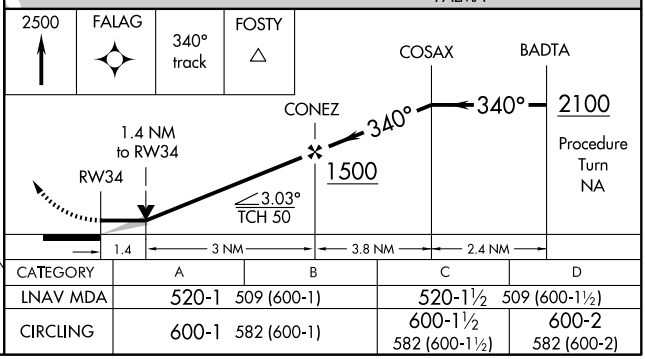
DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 509 (600-1) | | 520-1½ 509 (600-1½) | |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |


NE-1, 26 AUG 2010 to 23 SEP 2010

# TEDDY THREE ARRIVAL

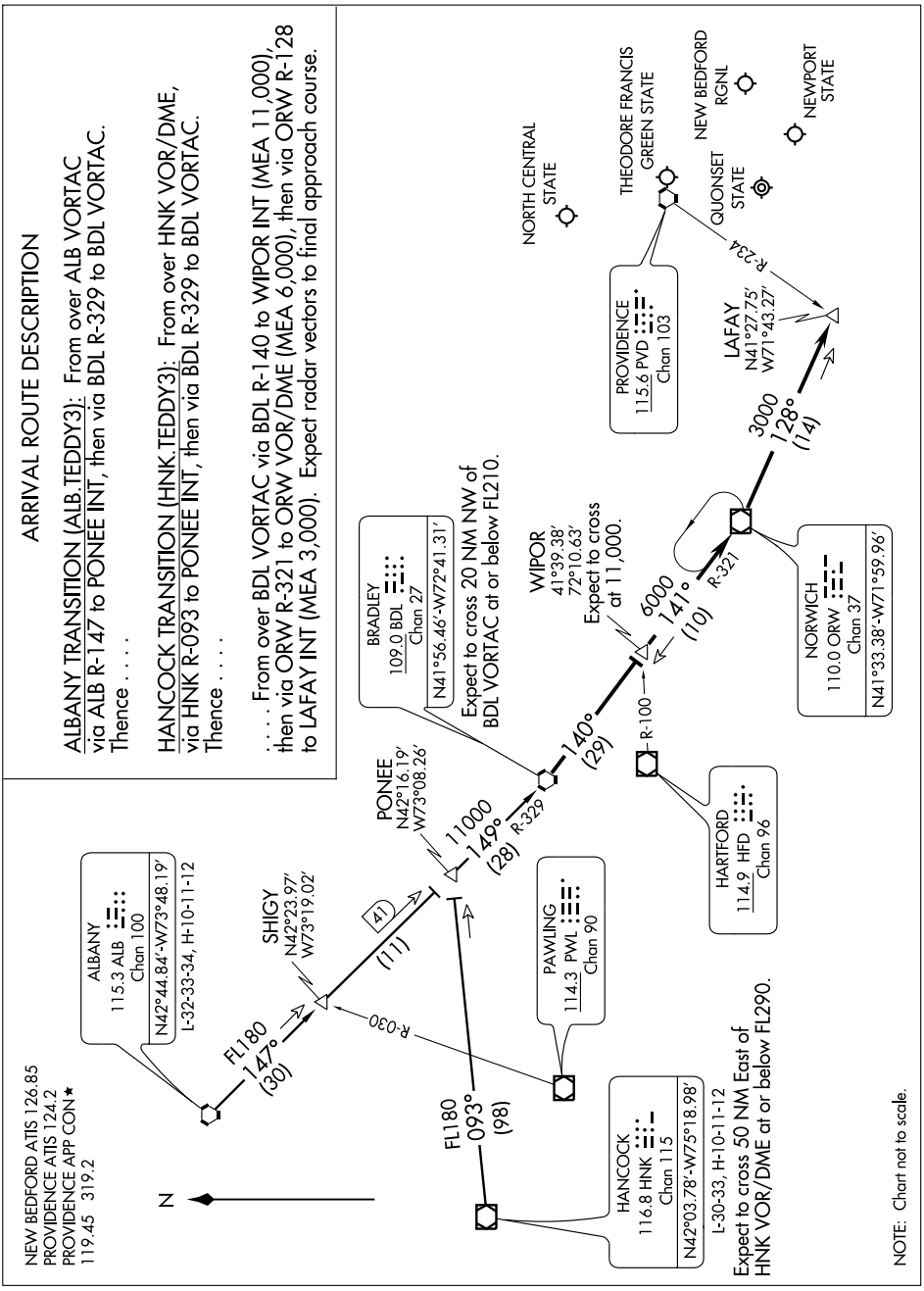
PROVIDENCE, RHODE ISLAND

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.






TEDDY THREE ARRIVAL
PROVIDENCE, RHODE ISLAND
(BDL.TEDDY3) 07354
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.6 | 188° | TDZE | N/A |
| Chan 103 | | Apt Elev | 19 |

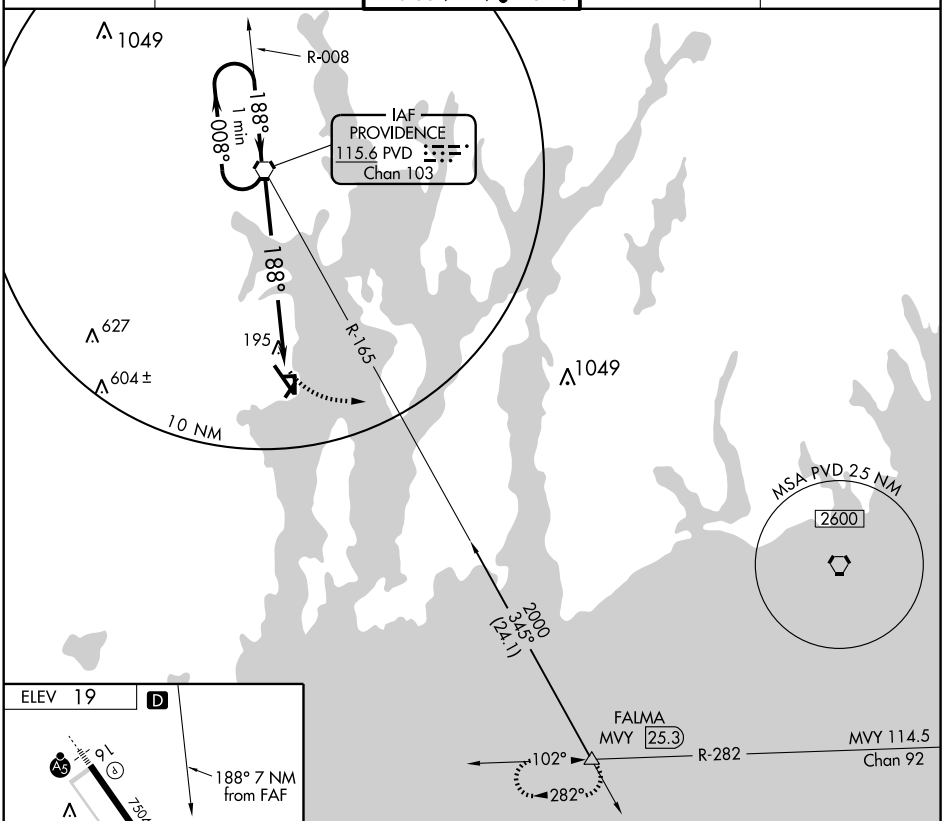
# VOR-A

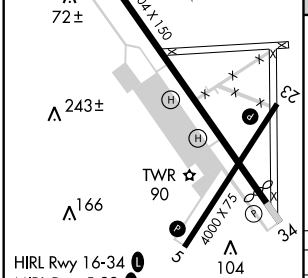
## NORTH KINGSTOWN / QUONSET STATE (OQU)

When local altimeter not received, use Providence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

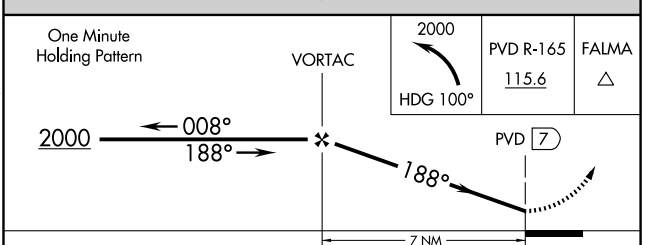
| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 541 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |

PROVIDENCE ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 580-1 561 (600-1) | | 580-1½ 561 (600-1½) | 580-2 561 (600-2) |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy ldg 7100 |
|---|---|---|
| 115.6 | 006° | TDZE 12 |
| Chan 103 | | Apt Elev 19 |

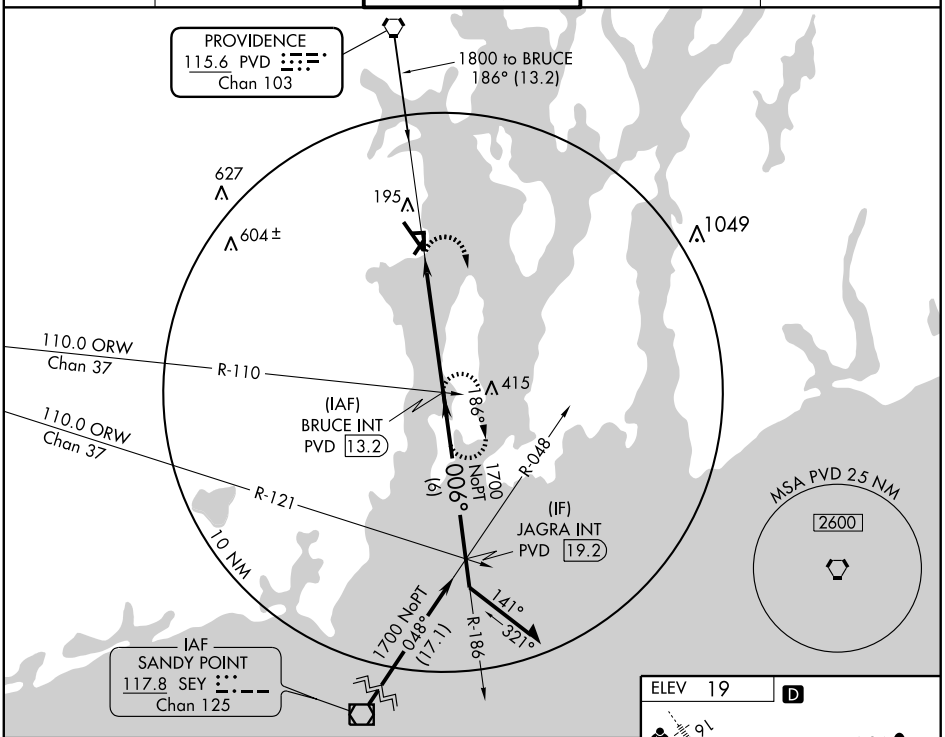
# VOR RWY 34

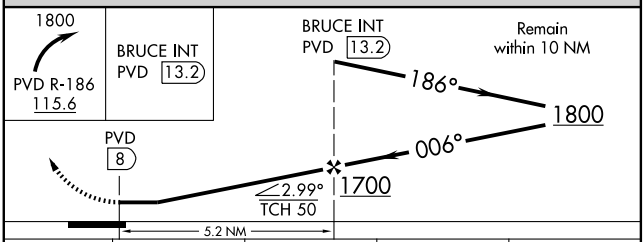
## NORTH KINGSTOWN / QUONSET STATE (OQU)

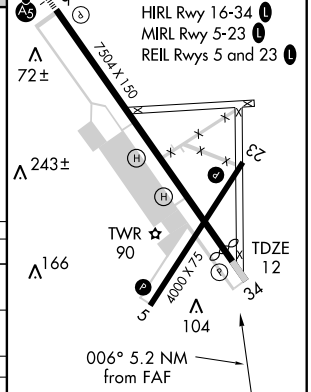
When local altimeter setting not received, use Providence altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 660-1 648 (700-1) | | 660-1¾ 648 (700-1¾) | 660-2 648 (700-2) |
| CIRCLING | 660-1 641 (700-1) | | 660-1¾ 641 (700-1¾) | 660-2 641 (700-2) |
| PROVIDENCE ALTIMETER SETTING MINIMUMS | | | | |
| S-34 | 680-1 668 (700-1) | | 680-1¾ 668 (700-1¾) | 680-2 668 (700-2) |
| CIRCLING | 680-1 661 (700-1) | | 680-1¾ 661 (700-1¾) | 680-2 661 (700-2) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## PAWTUCKET

**NORTH CENTRAL STATE** (SFZ) 3 E UTC−5(−4DT) N41°55.25′ W71°29.48′ **NEW YORK**

441 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE SFZ **H–10I, 11D, 12J, L–33C, 34J**

**IAP**

**RWY 05–23:** H5000X100 (ASPH) S–30, D–60 HIRL

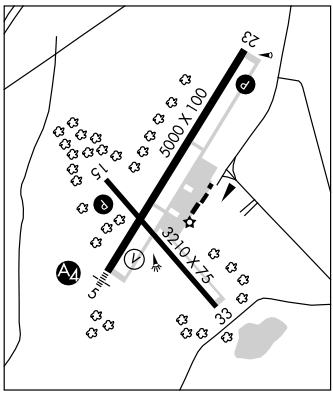
**RWY 05:** MALS. VASI(V4R)—GA 3.0° TCH 52′. Trees.

**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.

**RWY 15–33:** H3210X75 (ASPH) S–12.5 MIRL 0.5% up SE

**RWY 15:** REIL. PAPI(P4R)—GA 3.5° TCH 35′. Trees.

**RWY 33:** REIL. Trees.




**AIRPORT REMARKS:** Attended 1200–0000Z‡. Parachute Jumping. Deer and birds on and invof arpt. Lgtd 250 ft MSL tower 3 2/5 miles SE. +50′ drop–off 250′ from Rwy 05 end, +40′ drop–off 250′ from Rwy 23 end. Rwy 23 intersection dep not authorized. For noise abatement, acft departing Rwy 23 maintain rwy heading for 1.1 miles prior to turn out. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 15–33; PAPI Rwy 15 and Rwy 23; MALS Rwy 05 and REIL Rwy 15, Rwy 23 and Rwy 33 and Twy lgts A, B, C, and D—CTAF. Overnight parking fee. Ldg fee for commercial acft and non–Rhode Island registered acft.

**WEATHER DATA SOURCES:** AWOS–3 120.025 (401) 334–0324

**COMMUNICATIONS: CTAF/UNICOM** 123.075

**PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡) **CLNC DEL** 124.35

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.

**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 001° 12.1 NM to fld. 49/14W. **HIWAS.**

**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 111° 15.9 NM to fld. 650/14W. NOTAM FILE BDR.

**ILS/DME** 111.9 I–SFZ Chan 56 Rwy 05. LOC only. LOC unmonitored.

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**PROVIDENCE** N41°43.46′ W71°25.78′ NOTAM FILE PVD. **NEW YORK**

**(H) VORTACW** 115.6 PVD Chan 103 at Theodore Francis Green State. 49/14W. **HIWAS. H–10I, 11D, 12J, L–33C, 34J**

VOR portion unusable:

085°–105° byd 8 NM blo 3000′

336°–194° byd 30 NM blo 2000′

195°–228° byd 30 NM blo 2500′

229°–254° byd 30 NM blo 2000′

255°–279° byd 30 NM blo 2500′

280°–335° byd 30 NM blo 3000′

DME unusable:

220°–240° byd 35 NM blo 3000′

241°–310° byd 30 NM blo 3000′

**RCO** 122.6 (BRIDGEPORT RADIO)

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## PROVIDENCE

**DOWNTOWN PROVIDENCE HELISTOP** (RI9) 0 N UTC−5(−4DT) N41°49.45′ W71°24.52′ **NEW YORK**

7 NOTAM FILE BDR

**HELIPAD H1:** H25X25 (CONC)

**HELIPORT REMARKS:** Unattended. PPR for all ops call 401–737–4000, ext. 227. CAUTION: High rise obstructions 600 ft North, South, and East of helistop. Birds on and invof helistop. Landing Area 25 ft diameter CONC TDZ area. Helipad H1 +90 ft building 81 ft from NE side; +20 ft trees 150 ft from SE side; 20 ft tree 135 ft south; +331 ft MSL lgtd smokestacks 675 ft from SW side.

**COMMUNICATIONS: CTAF** 122.9

| LOC/DME I-SFZ | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 111.9 | 047° | TDZE | 429 |
| Chan 56 | | Apt Elev | 441 |

# LOC RWY 5

## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

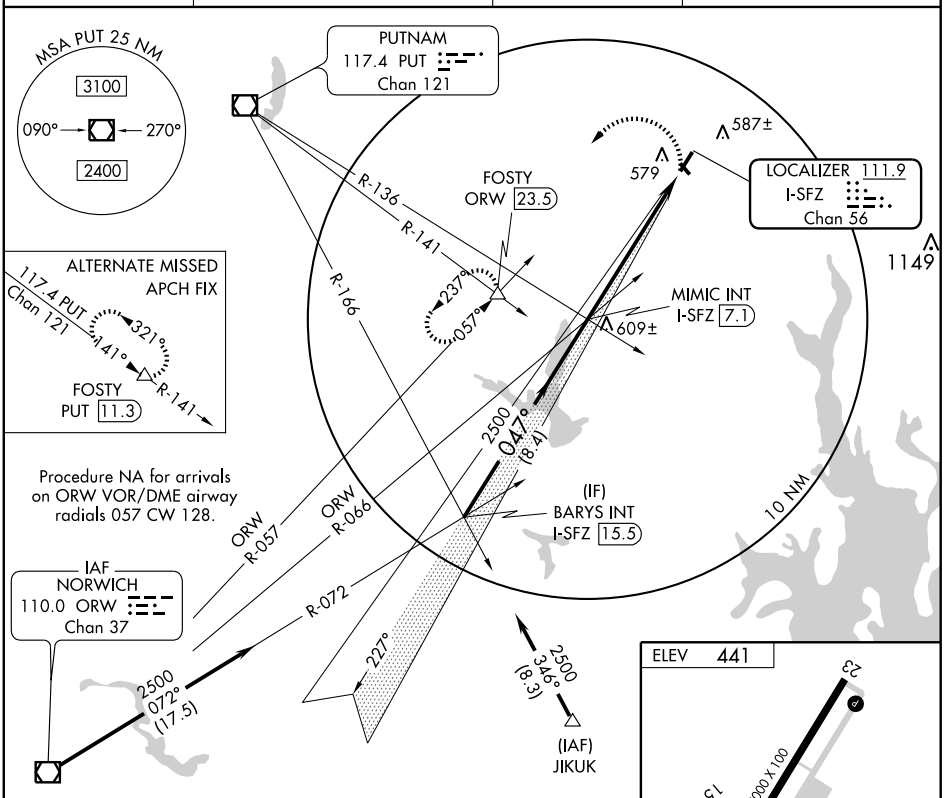
Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase S-5 and Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-5 Cat C. VDP NA when using Providence altimeter setting.

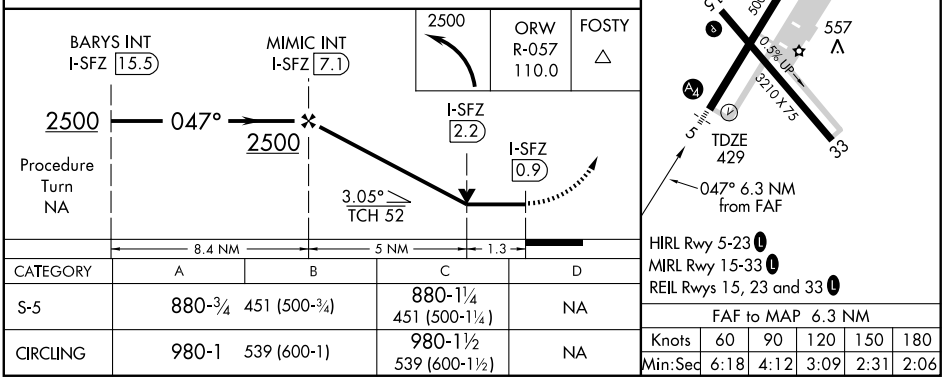
NA

MALS

MISSED APPROACH: Climbing left turn to 2500 ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 880-¾ 451 (500-¾) | | 880-1¼ 451 (500-1¼) | NA |
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 047° | TDZE | 429 |
| | Apt Elev | 441 |

# RNAV (GPS) RWY 5

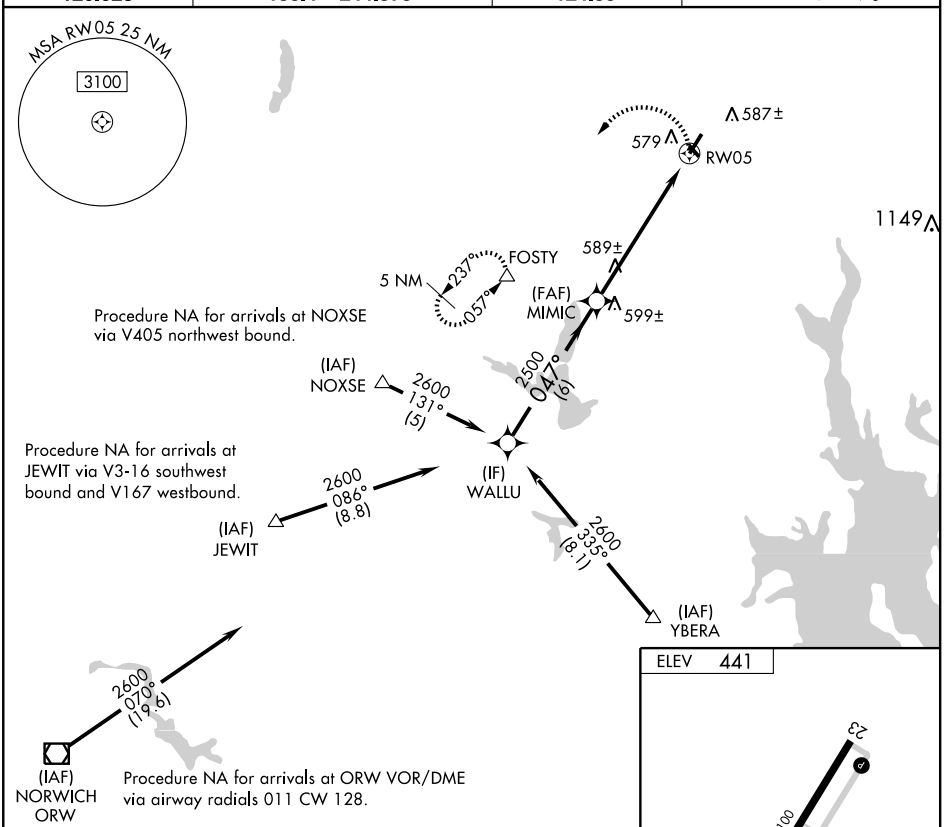
## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

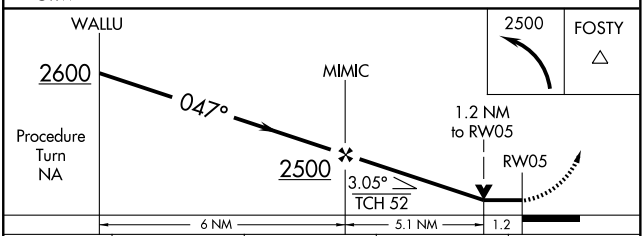
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Providence altimeter setting.

MALS

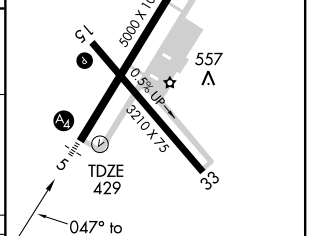
MISSED APPROACH: Climbing left turn to 2500 direct FOSTY and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-¾ 431 (500-¾) | | 860-1¼ 431 (500-1¼) | NA |
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 227° | TDZE | 429 |
| | Apt Elev | 441 |

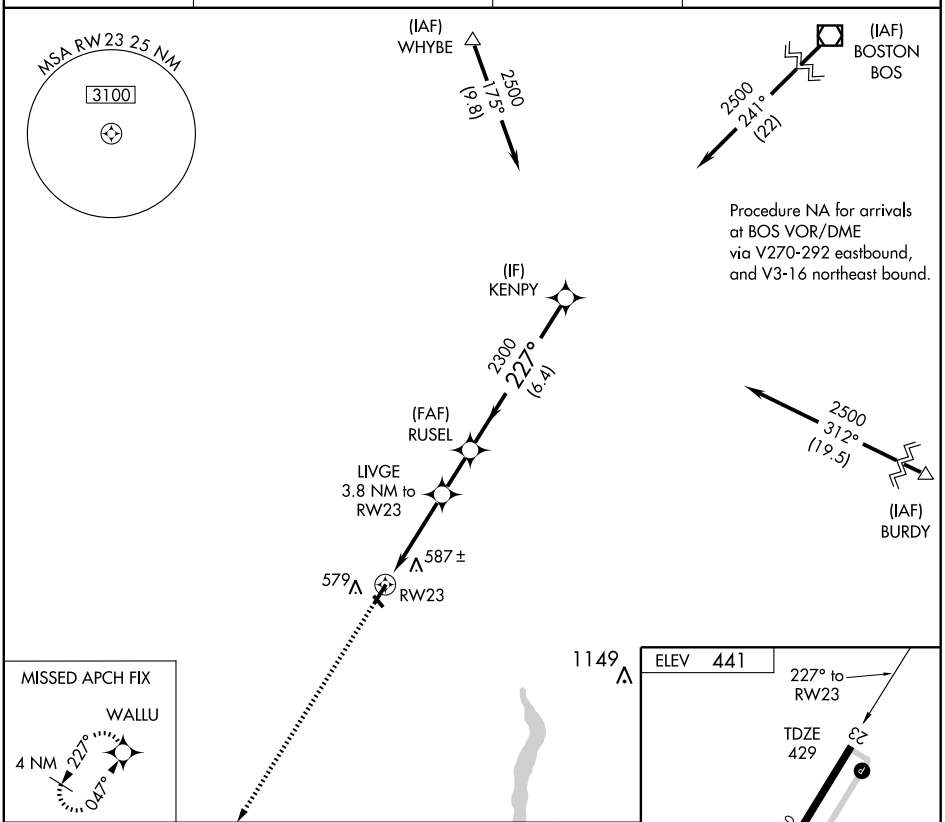
# RNAV (GPS) RWY 23

## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Providence altimeter setting.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

| AWOS-3 | PROVIDENCE APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 391 (400-1) | | | NA |
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

# TEDDY THREE ARRIVAL

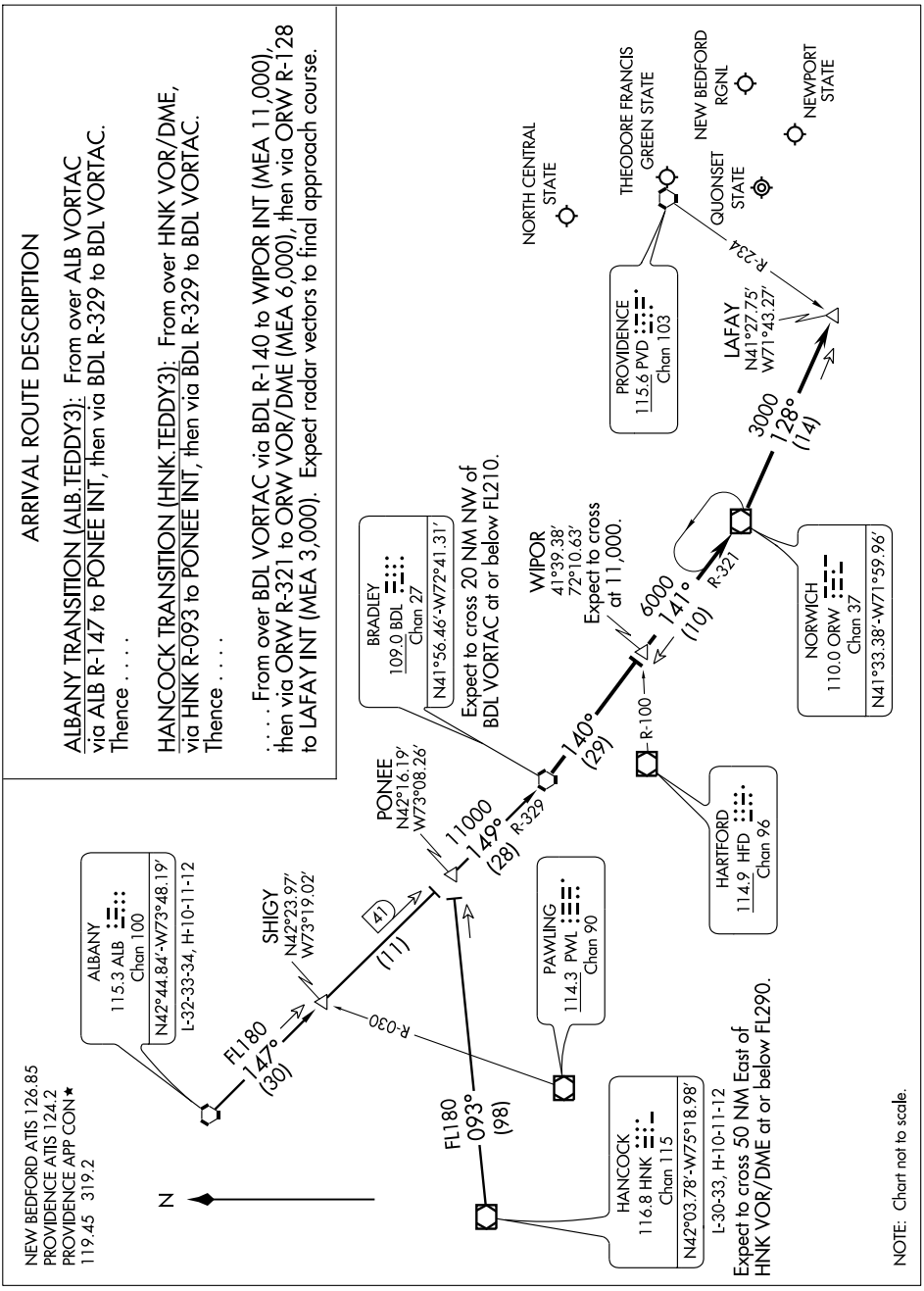
PROVIDENCE, RHODE ISLAND

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.






TEDDY THREE ARRIVAL
PROVIDENCE, RHODE ISLAND
(BDL.TEDDY3) 07354
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.6 | 001° | TDZE | N/A |
| Chan 103 | | Apt Elev | 441 |

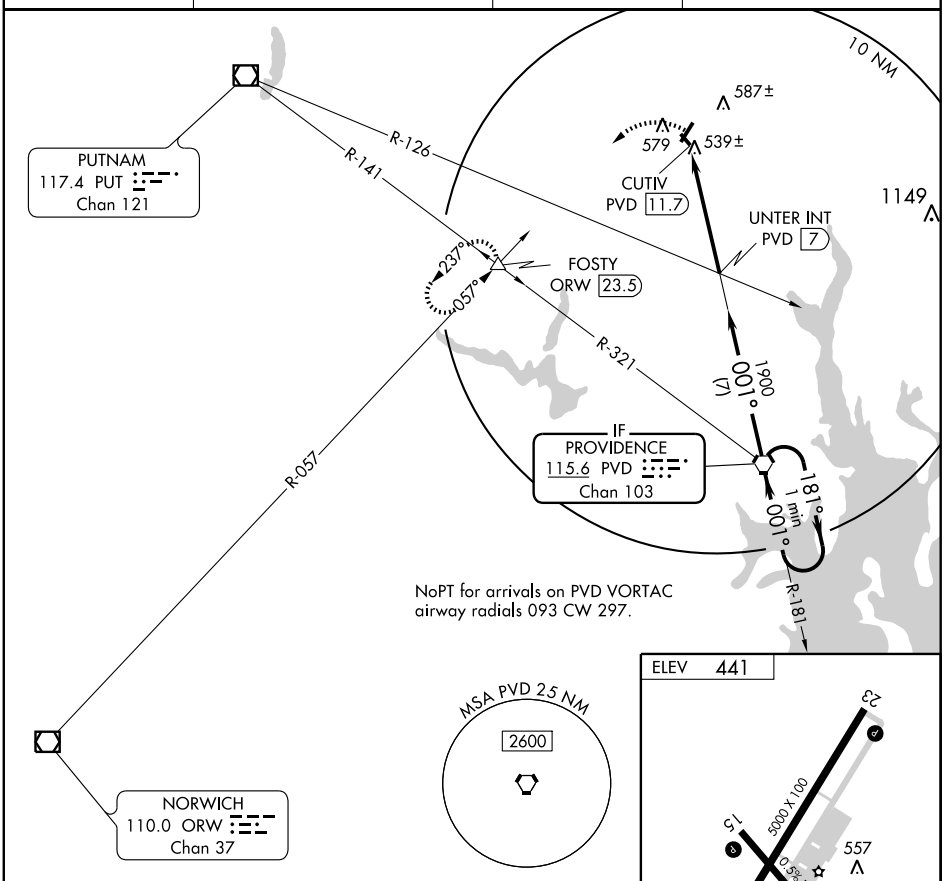
# VOR-A

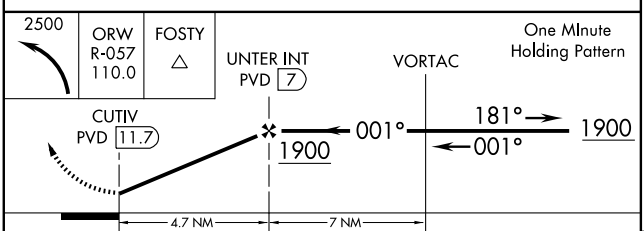
## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

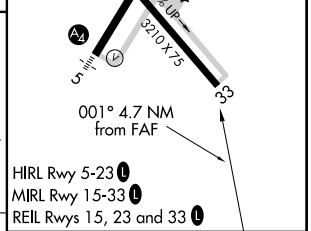
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1 539 (500-1) | | 980-1½ 539 (500-1½) | NA |

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| VOR/DME PUT 117.4 Chan 121 | APP CRS 111° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 441 |
|---|---|---|

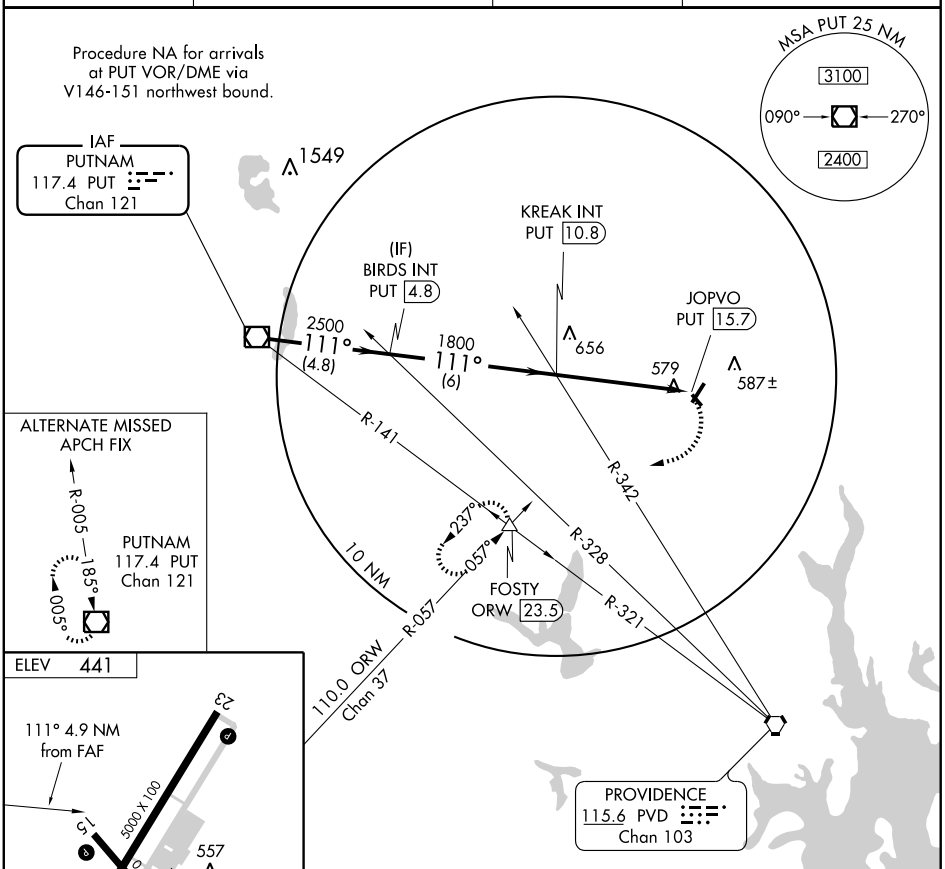
# VOR-B

## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

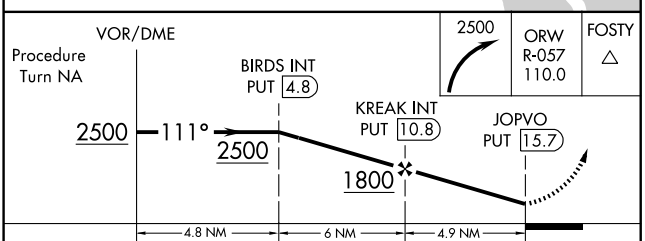
| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |







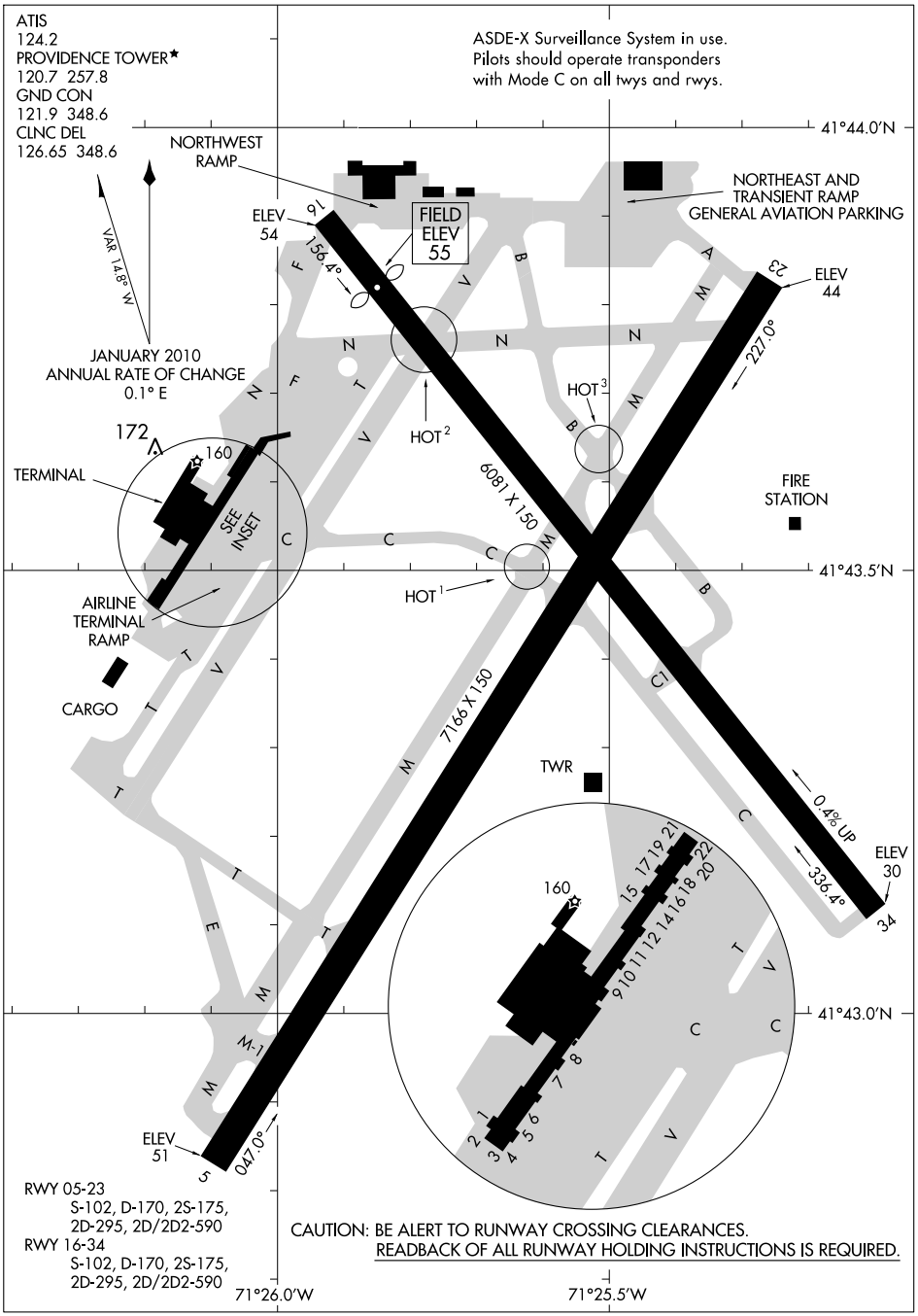
HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |

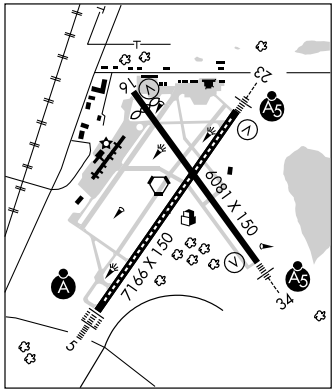

NE-1, 26 AUG 2010 to 23 SEP 2010




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**THEODORE FRANCIS GREEN STATE** (PVD) 6 S UTC−5(−4DT) N41°43.44′ W71°25.69′ **NEW YORK**
55 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE PVD **H–10I, 11D, 12J, L–33C, 34J**
**RWY 05–23:** H7166X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL CL **IAP, AD**
**RWY 05:** ALSF2. TDZL.
**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 39′. Trees.
**RWY 16–34:** H6081X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL 0.4% up N
**RWY 16:** REIL. VASI(V4L)—GA 3.0°TCH 38′. Thld dsplcd 565′. Pole.
**RWY 34:** MALSR. VASI(V2L)—GA 2.8° TCH 35′. Trees.




**AIRPORT REMARKS:** Attended continuously. Deer and birds on and invof arpt. Rwy 16–34, 110 ft unmarked light poles 2700 ft from thld Rwy 34; 900 ft left of centerline. ASDE–X Surveillance System in Use: Pilots should operate transponders with Mode C on all twys and rwys. Terminal ramp prohibited for use to general aviation. Parked acft on the northeast ramp west of Twy A. Be alert. Northwest ramp acft with wingspan greater than 110′ req ground crew assistance for thru taxi and parking. Run up pads for Twys F and T clsd to acft with wingspan over 118 ft. Runup pad for Twy T used for overnight acft parking between 0100–1300Z‡. Twy V clsd daily 0100–1300Z‡; avbl for taxi north of Twy C. Noise abatement procedures in effect, ctc arpt manager 401–691–2297. Helicopters avoid residential areas when blo 1000′. Rwy 05 touchdown, midfield, and rollout runway visual range avbl. Rwy 23 touchdown runway visual range avbl. Rwy 34 touchdown runway visual range avbl. Rwy 05 ALSF2 becomes SSALR when twr clsd. When twr clsd ACTIVATE HIRL Rwys 05–23 and 16–34; SSALR Rwy 05; MALSR Rwys 23 and 34, Rwy 05 TDZL and Rwy 05–23 centerline lgts—CTAF. Ground vehicles monitor CTAF when twr closed. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (401) 737–7612. **HIWAS** 115.6 PVD. LLWAS.
**COMMUNICATIONS: CTAF** 120.7 **D–ATIS** 124.2 401–737–3215.
**PROVIDENCE RCO** 122.6 (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡) **BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**PROVIDENCE TOWER** 120.7 (1045–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.65
**BRIDGEPORT RADIO CLNC DEL** 122.6 (0500–1100Z‡)
**AIRSPACE: CLASS C** svc 1045–0500Z‡ ctc **APP CON** other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ at fld. 49/14W. **HIWAS.**
**RENCH NDB (LOM)** 335 PV N41°38.51′ W71°29.68′ 046° 5.8 NM to fld. Unmonitored when twr closed.
**ARMIN NDB (LOM)** 356 AR N41°48.62′ W71°21.19′ 228° 6.2 NM to fld. Unmonitored when twr closed.
**ILS/DME** 109.3 I–PVD Chan 30 Rwy 05. Class IIIE. LOM RENCH NDB. ILS/DME unmonitored when twr closed.
**ILS/DME** 109.3 I–ARJ Chan 30 Rwy 23. Class IE. LOM ARMIN NDB. ILS/DME unmonitored when twr closed. DME unusable byd 10 NM. LOC unusable 10° right of course.
**ILS/DME** 111.5 I–UNQ Chan 52 Rwy 34. Class IE. ILS/DME unmonitored when twr closed. GS unusable byd 5° right of course.
**COMM/NAV/WEATHER REMARKS:** ILS/DME Rwy 05 CAT II and CAT III unavailable when twr closed.

**QUONSET STATE** (See NORTH KINGSTOWN)

**RENCH** N41°38.51′ W71°29.68′ NOTAM FILE PVD.
**NDB (LOM)** 335 PV 046° 5.8 NM to Theodore Francis Green State. Unmonitored when twr closed.

**RICHMOND** (See WEST KINGSTON)

**SANDY POINT** N41°10.05′ W71°34.57′ NOTAM FILE BID. **NEW YORK**
**(L) VORW/DME** 117.8 SEY Chan 125 at Block Island State. 100/15W. **H–10I, L–33C**
VOR/DME unusable 245°–250° byd 20 NM blo 3500′.

**THEODORE FRANCIS GREEN STATE** (See PROVIDENCE)

| LOC/DME I-PVD | APP CRS | Rwy ldg 7166 |
|---|---|---|
| 109.3 | 047° | TDZE 53 |
| Chan 30 | | Apt Elev 55 |

# ILS or LOC RWY 5

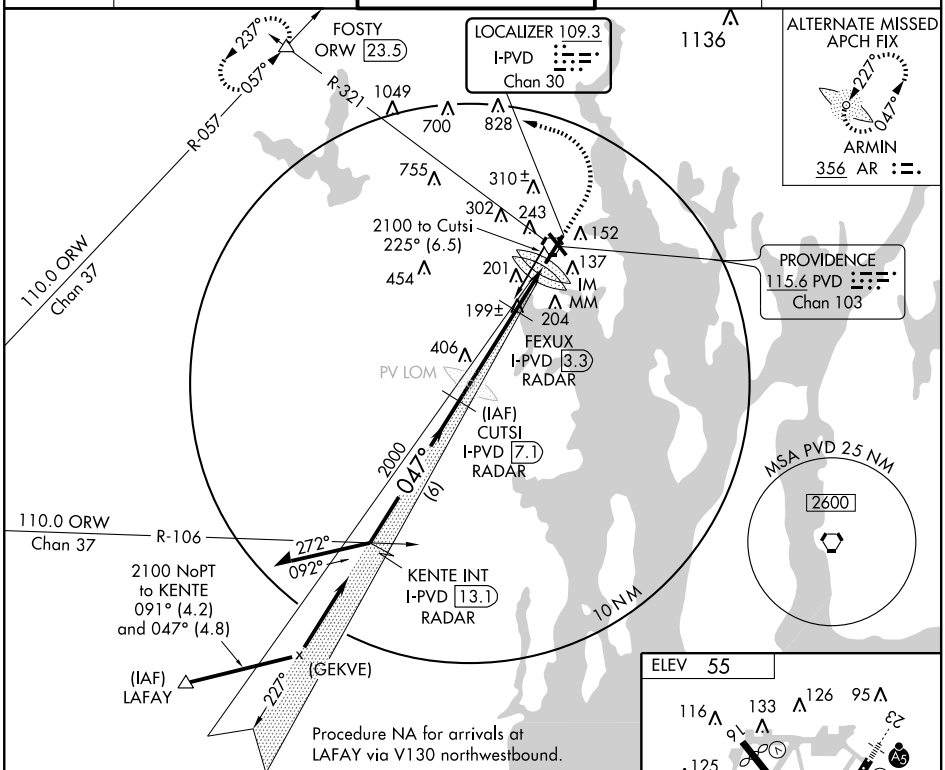
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

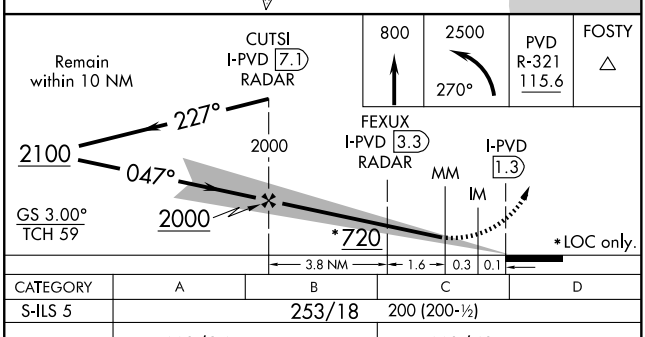
RADAR or DME Required for localizer minimums.

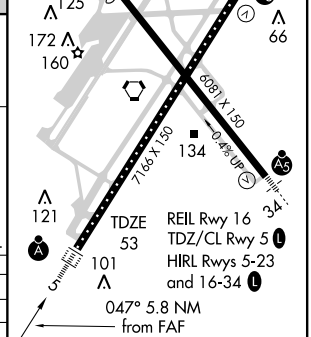
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 253/18 | | 200 (200-½) | |
| S-LOC 5 | 460/24 | 407 (500-½) | 460/40 | 407 (500-¾) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½<br>565 (600-1½) | 620-2<br>565 (600-2) |

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ARJ | APP CRS | Rwy ldg 7166 |
|---|---|---|
| 109.3 | 227° | TDZE 50 |
| Chan 30 | | Apt Elev 55 |

# ILS or LOC RWY 23

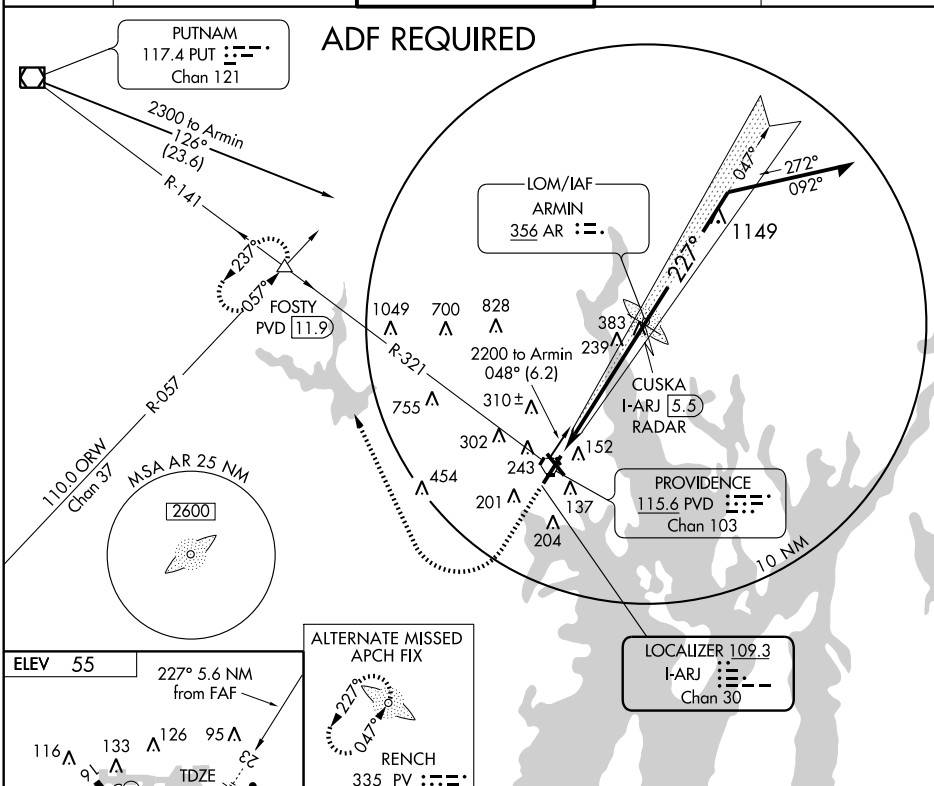
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

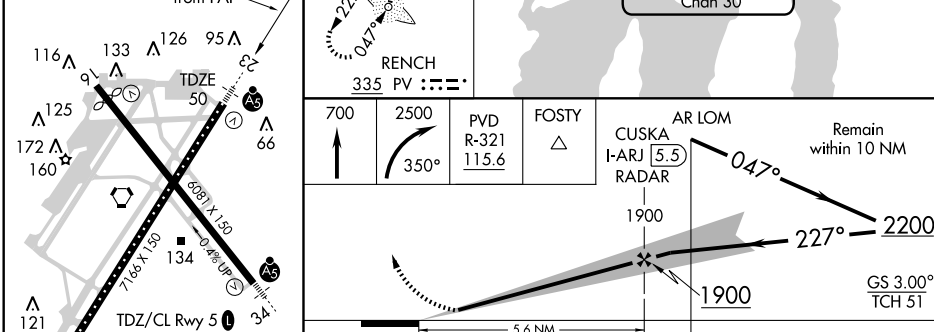
RADAR or DME REQUIRED

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2500 via 350° heading and PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 250/24 200 (200-½) | | | |
| S-LOC 23 | 540/24 490 (500-½) | | 540/40 490 (500-¾) | 540/50 490 (500-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

| LOC/DME I-PVD | APP CRS | Rwy ldg 7166 |
|---|---|---|
| 109.3 | 047° | TDZE 53 |
| Chan 30 | | Apt Elev 55 |

# ILS RWY 5 (CAT II)

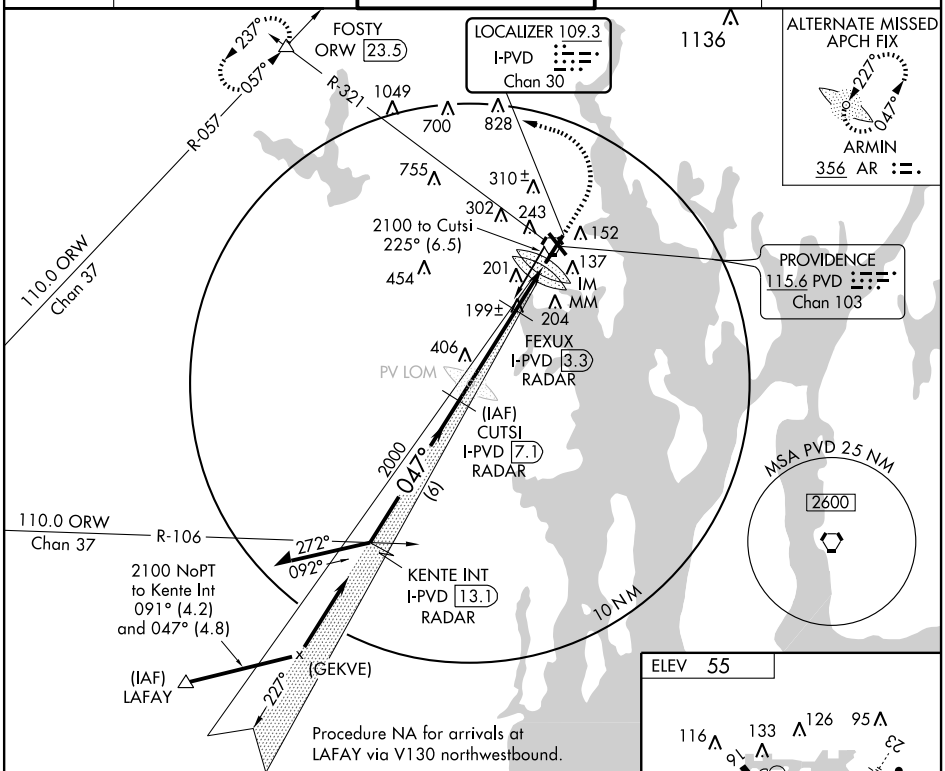
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

Cat II minimums NA when tower closed.
RADAR or DME Required for localizer minimums.

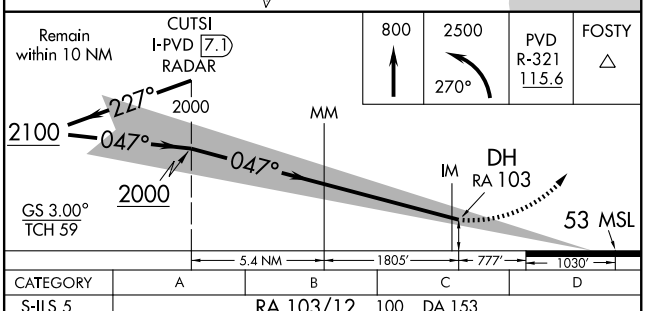
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |

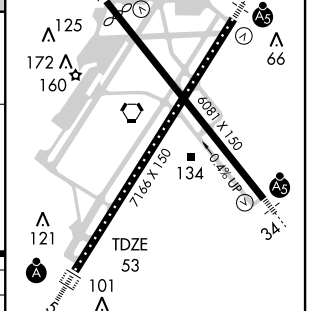



NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | RA 103/12 | 100 | DA 153 | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

| LOC/DME I-PVD | APP CRS | Rwy ldg 7166 |
|---|---|---|
| 109.3 | 047° | TDZE 53 |
| Chan 30 | | Apt Elev 55 |

# ILS RWY 5 (CAT III)

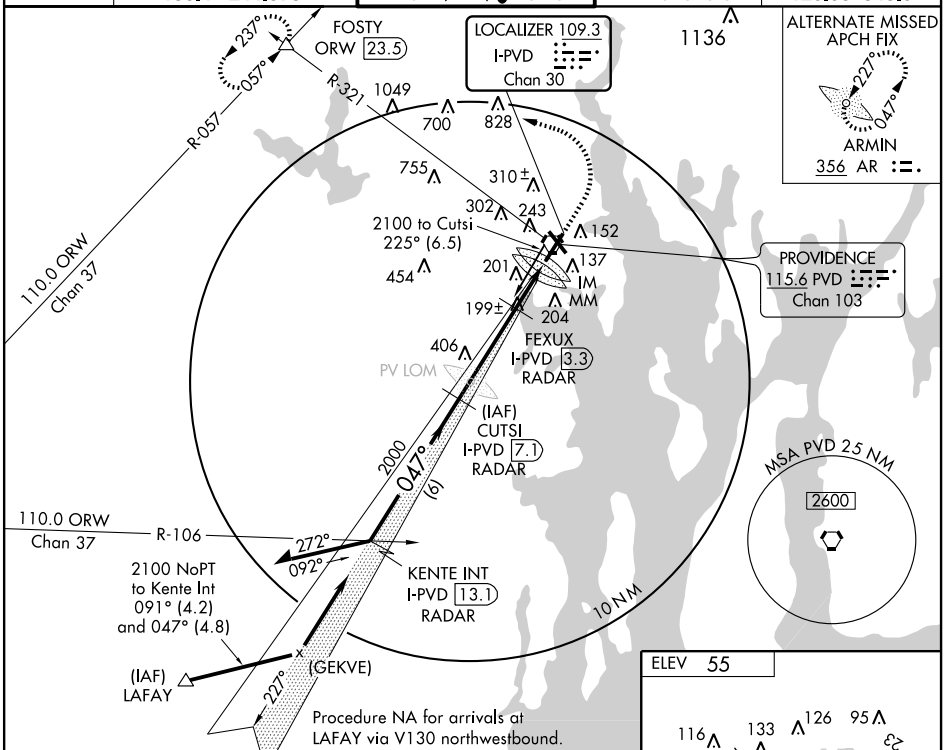
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

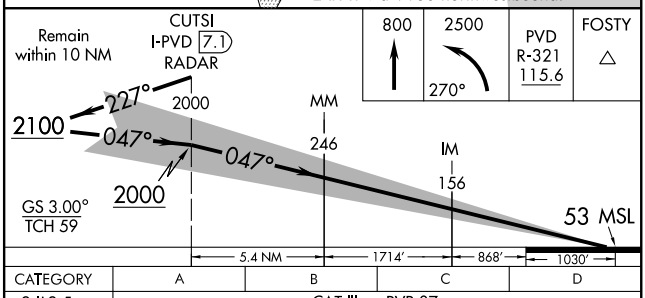
Cat III minimums NA when tower closed. Touchdown and Rollout RVR authorized for Cat III, both are controlling.
RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

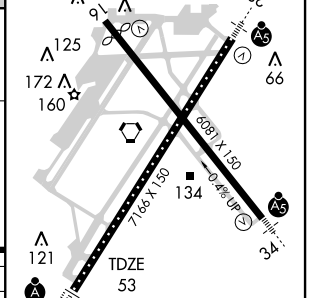
| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | CAT IIIa RVR 07 | | | |
| S-ILS 5 | CAT IIIb RVR 06 | | | |
| S-ILS 5 | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW &AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-UNQ | APP CRS | Rwy ldg 6081 |
|---|---|---|
| 111.5 | 337° | TDZE 51 |
| Chan 52 | | Apt Elev 55 |

# ILS RWY 34

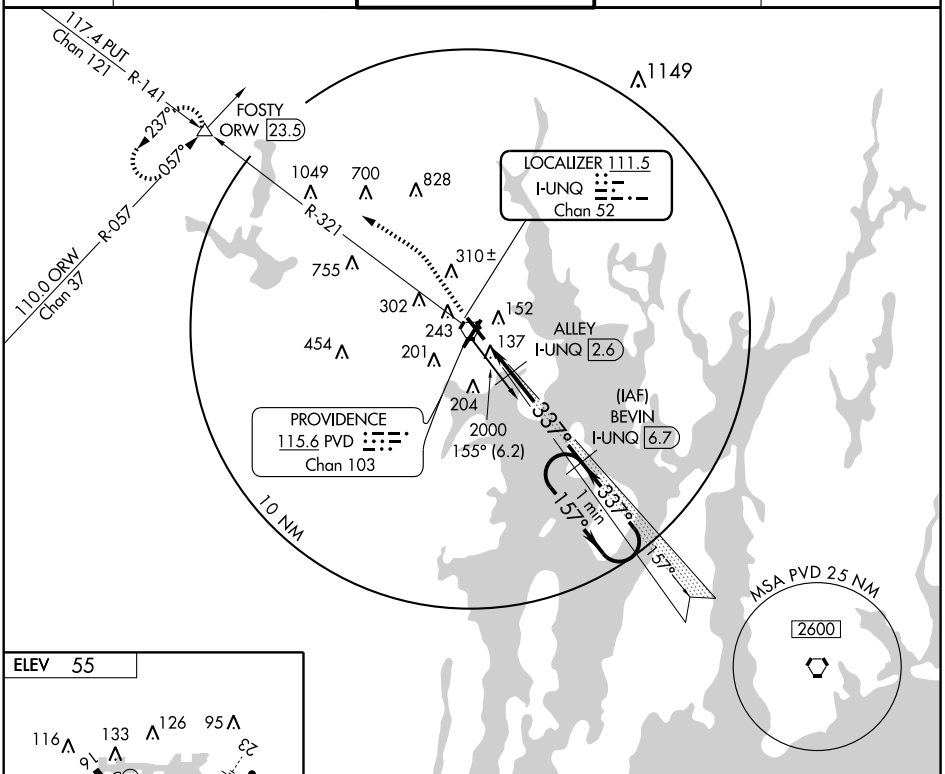
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

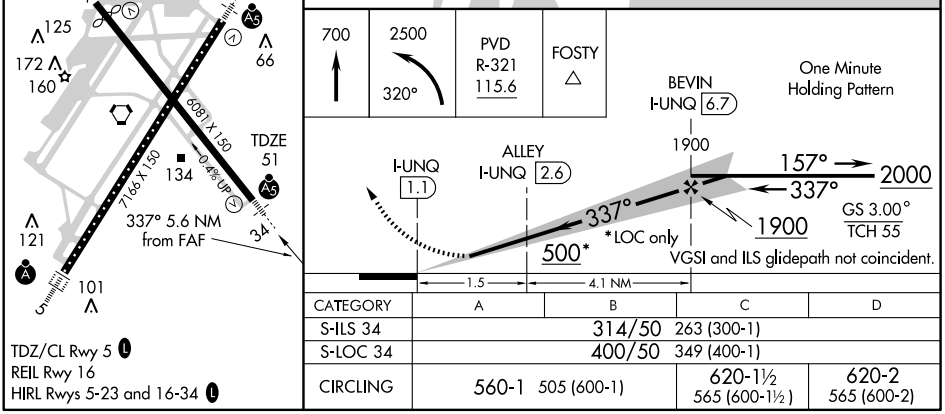
Inoperative table does not apply to S-ILS 34 or S-LOC 34 Cats A, B, and C. For inoperative MALSR, increase S-LOC 34 Cat D visibility to RVR 6000. DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via heading 320° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 314/50 263 (300-1) | | | |
| S-LOC 34 | 400/50 349 (400-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

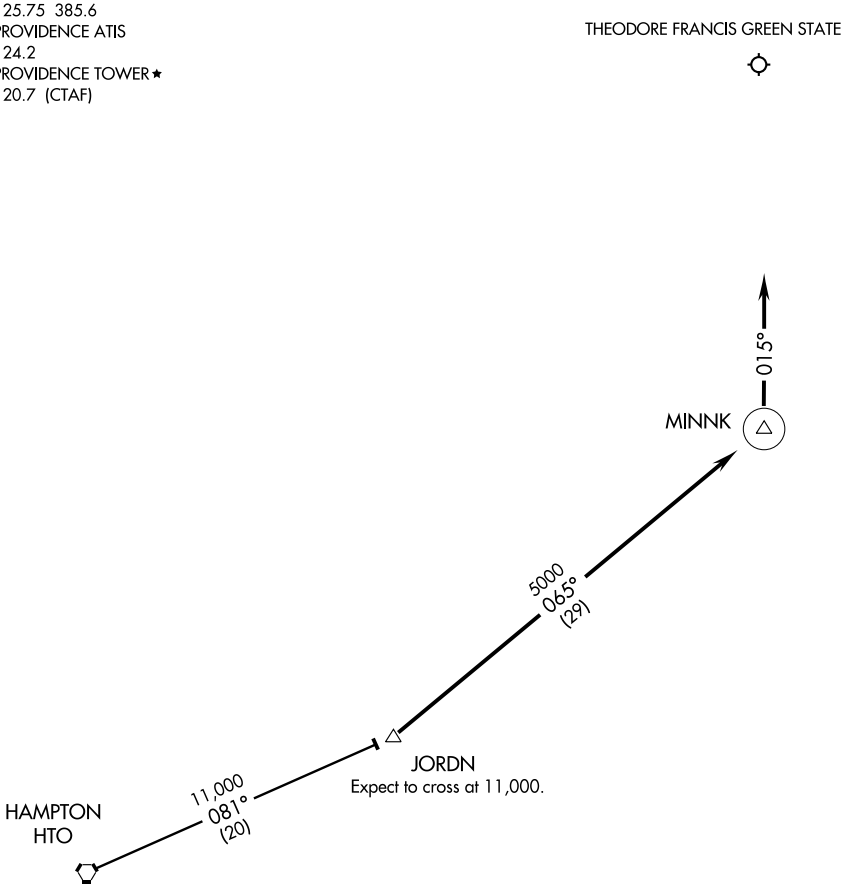
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

# JORDN TWO ARRIVAL (RNAV)

THEODORE FRANCIS GREEN STATE
PROVIDENCE, RHODE ISLAND

PROVIDENCE APP CON ★
125.75 385.6
PROVIDENCE ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)




NOTE: RADAR REQUIRED.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°. Expect radar vectors to final approach course.


NE-1, 26 AUG 2010 to 23 SEP 2010

JORDN TWO ARRIVAL (RNAV)
PROVIDENCE, RHODE ISLAND
THEODORE FRANCIS GREEN STATE
(JORDN.JORDN2) 07074

| WAAS CH 86218 W05A | APP CRS 047° | Rwy ldg 7166<br>TDZE 53<br>Apt Elev 55 |
|---|---|---|

# RNAV (GPS) RWY 5

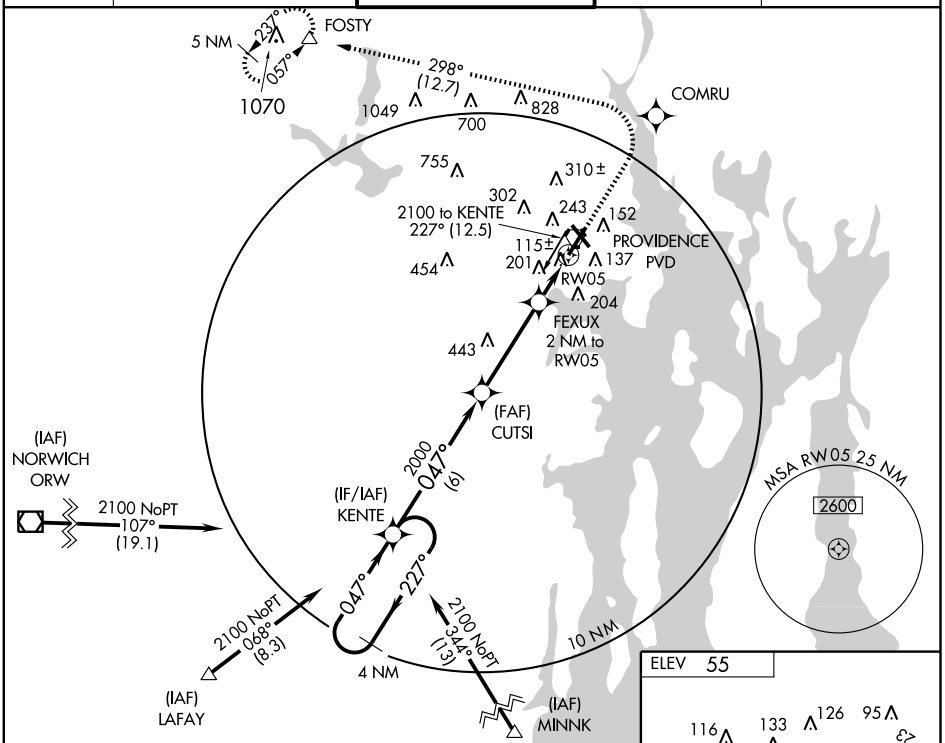
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

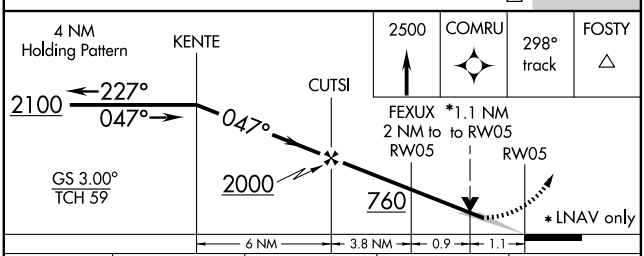
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.

ALSF-2

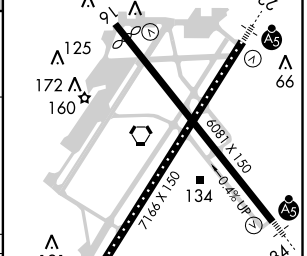
MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 337/24 284 (300-½) | | | |
| LNAV/ VNAV DA | 488/50 435 (500-1) | | | |
| LNAV MDA | 460/24 407 (500-½) | | 460/40 407 (500-¾) | 460/50 407 (500-1) |
| CIRCLING | 560-1½ 505 (600-1½) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |





NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5516 |
|---|---|---|
| 157° | TDZE | 54 |
| | Apt Elev | 55 |

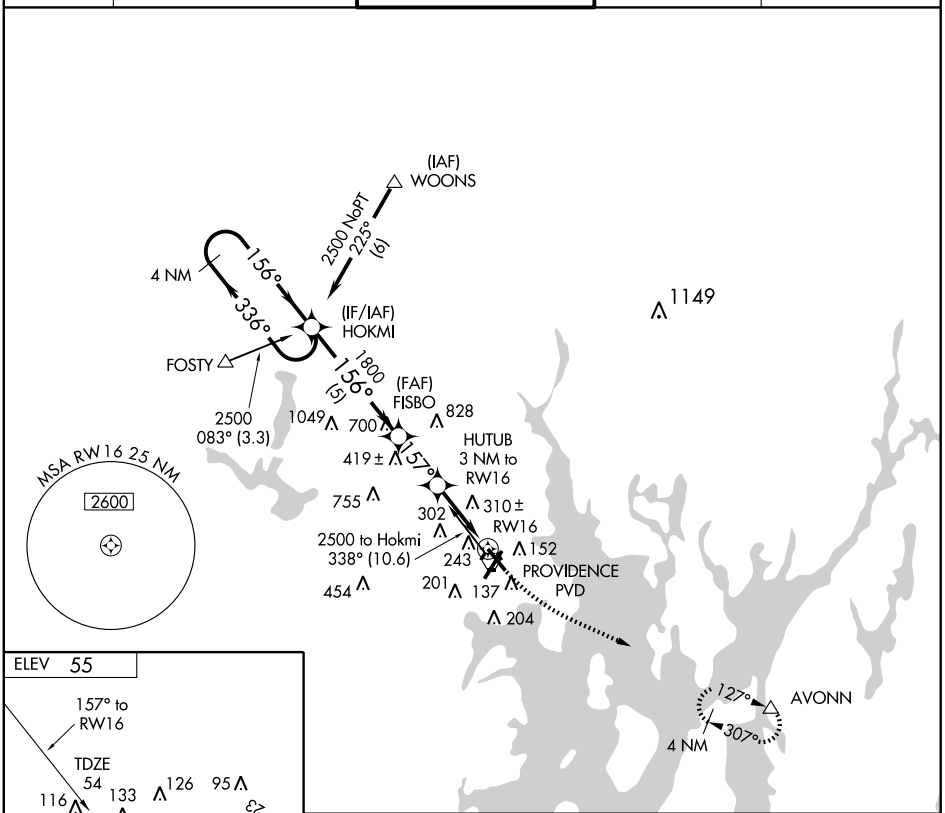
# RNAV (GPS) RWY 16

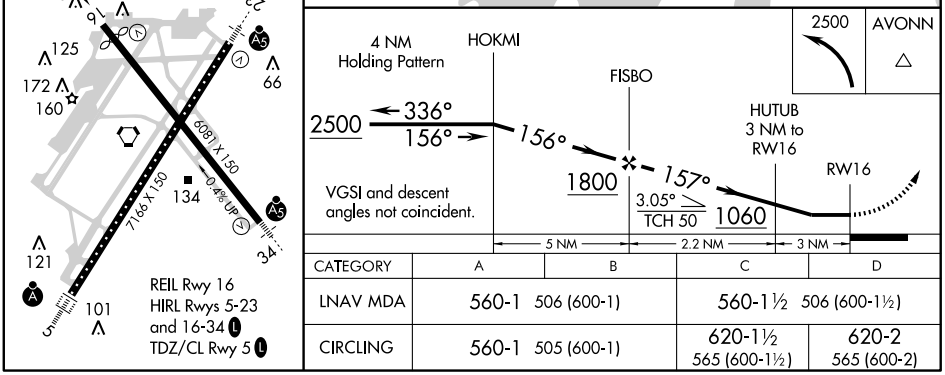
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 506 (600-1) | | 560-1½ 506 (600-1½) | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 7166 |
|---|---|---|
| 227° | TDZE | 50 |
| | Apt Elev | 55 |

# RNAV (GPS) RWY 23

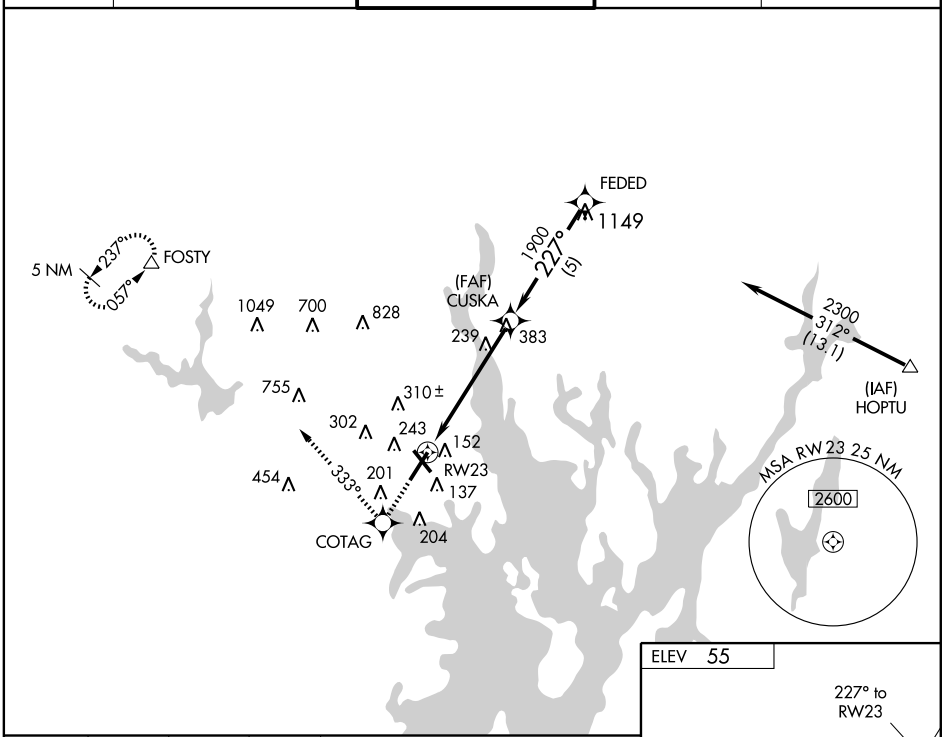
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

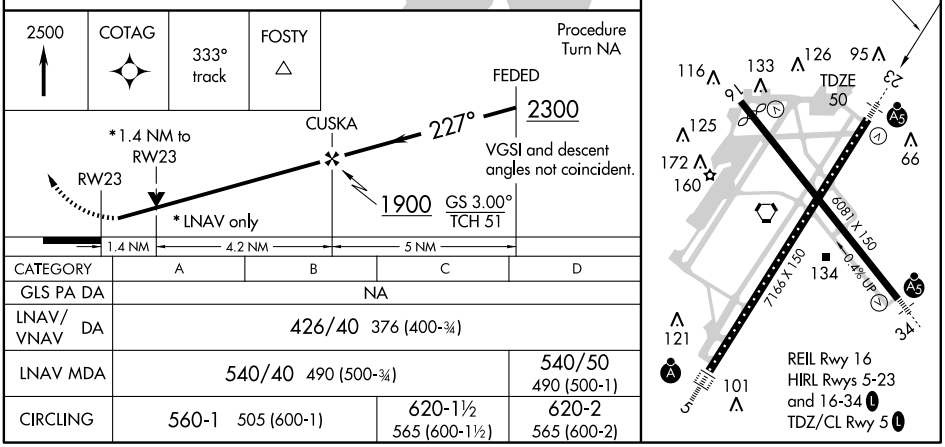
T W BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR A5

MISSED APPROACH: Climb to 2500 direct COTAG then via 333° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 426/40 376 (400-¾) | | | |
| LNAV MDA | 540/40 490 (500-¾) | | | 540/50 490 (500-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 6081 |
|---|---|---|
| 337° | TDZE | 51 |
| | Apt Elev | 55 |

# RNAV (GPS) RWY 34

## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

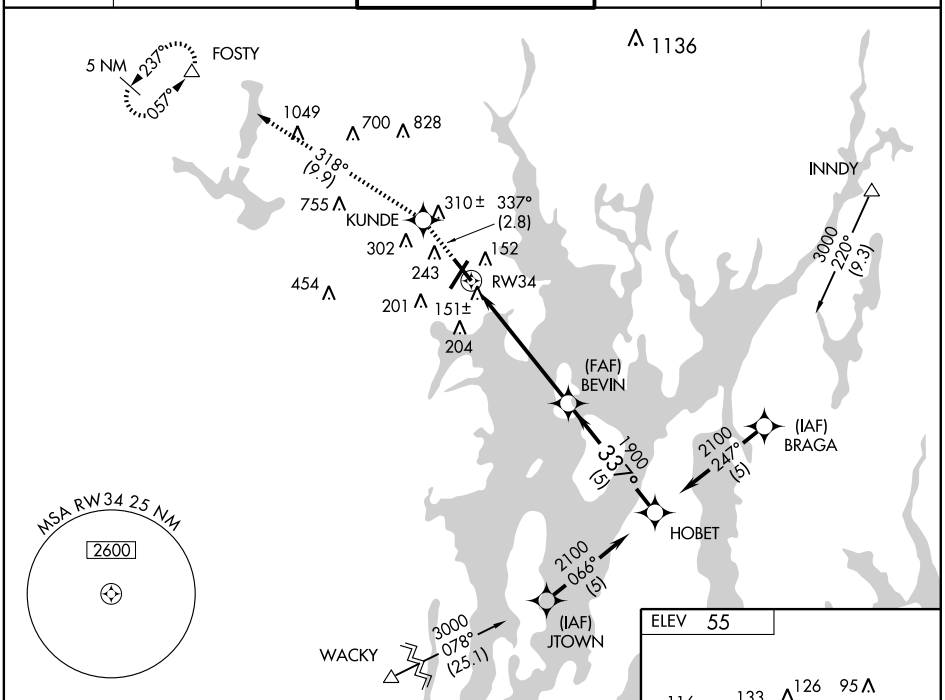
T W

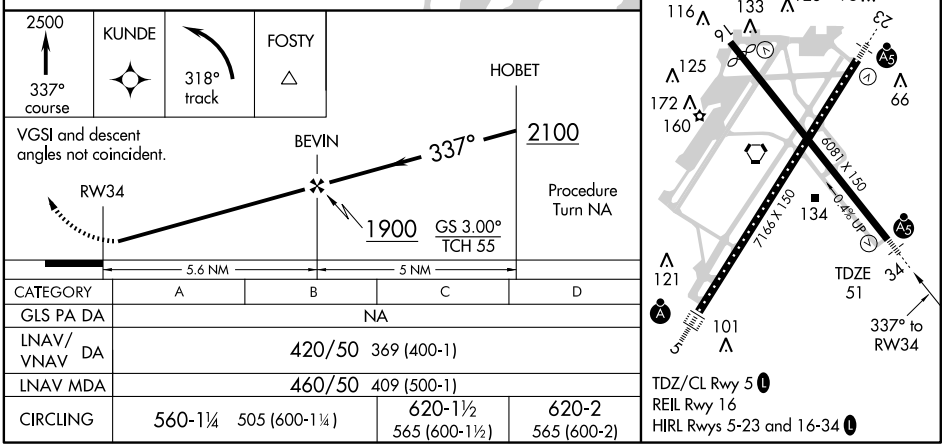
BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000; inoperative table does not apply to LNAV Cats A and B, increase LNAV Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2500 via 337° course to KUNDE WP then left turn via 318° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 420/50 369 (400-1) | | | |
| LNAV MDA | 460/50 409 (500-1) | | | |
| CIRCLING | 560-1¼ 505 (600-1¼) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |


NE-1, 26 AUG 2010 to 23 SEP 2010

# TEDDY THREE ARRIVAL

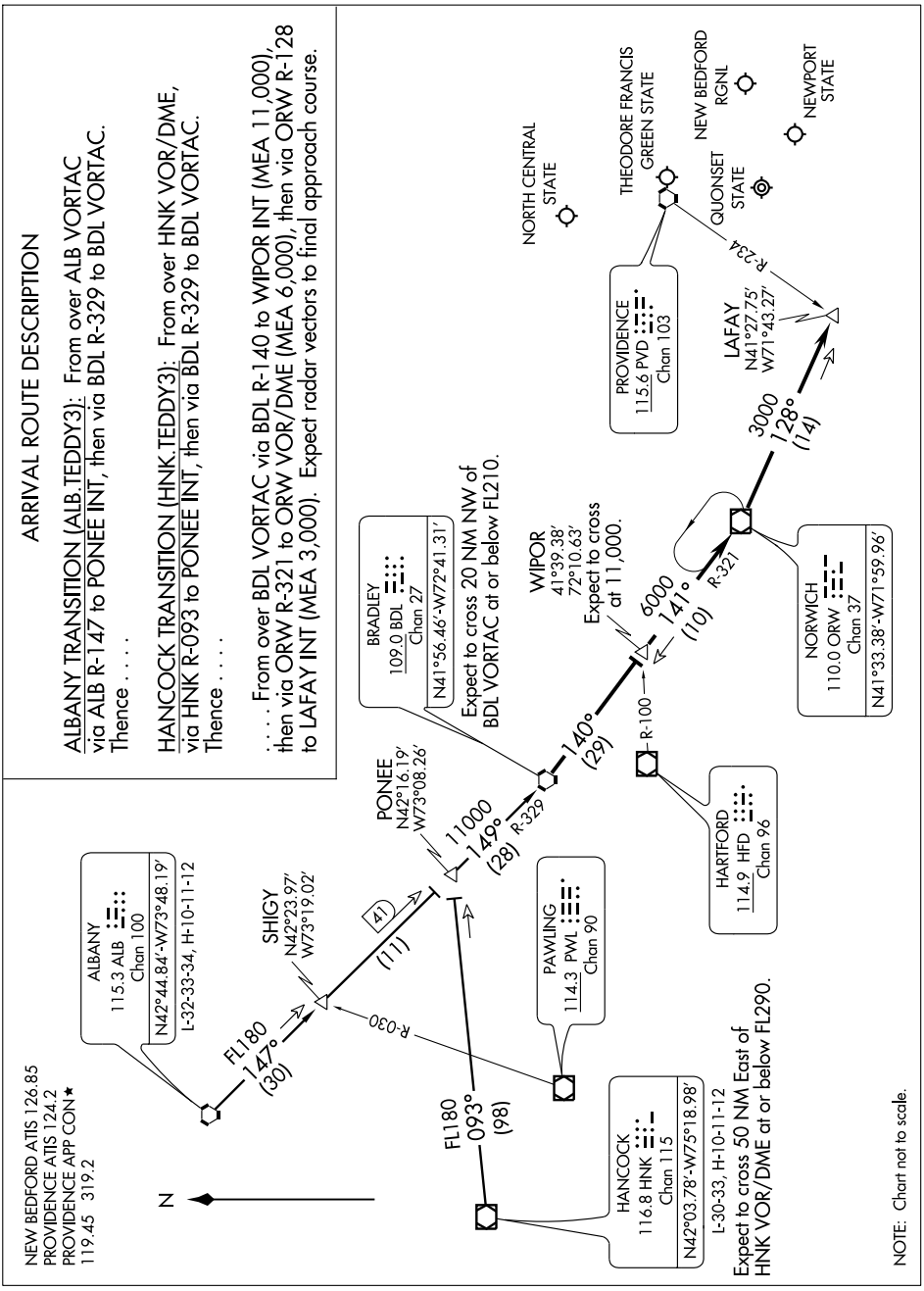
PROVIDENCE, RHODE ISLAND

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.






TEDDY THREE ARRIVAL
PROVIDENCE, RHODE ISLAND
(BDL.TEDDY3) 07354
NE-1, 26 AUG 2010 to 23 SEP 2010

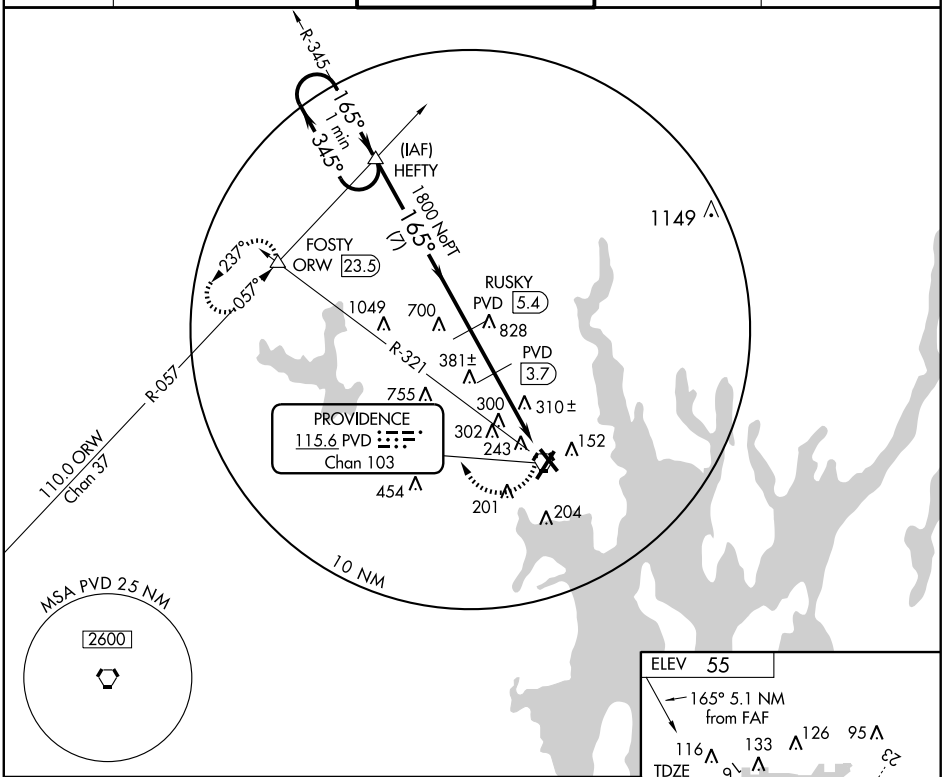
| VORTAC PVD | APP CRS | Rwy ldg | 5516 |
|---|---|---|---|
| 115.6 | 165° | TDZE | 55 |
| Chan 103 | | Apt Elev | 55 |

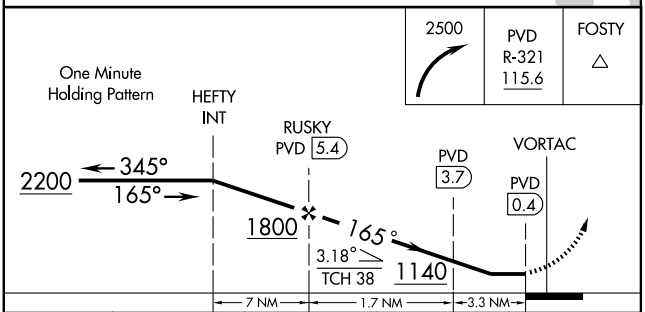
# VOR/DME RWY 16

## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

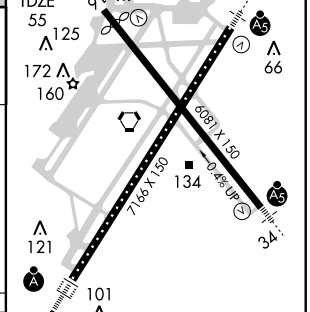
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 560-1 | 505 (600-1) | 560-1½ | 505 (600-1½) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½<br>565 (600-1½) | 620-2<br>565 (600-2) |




TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy ldg | 7166 |
|---|---|---|---|
| 115.6 | 233° | TDZE | 50 |
| Chan 103 | | Apt Elev | 55 |

# VOR/DME RWY 23

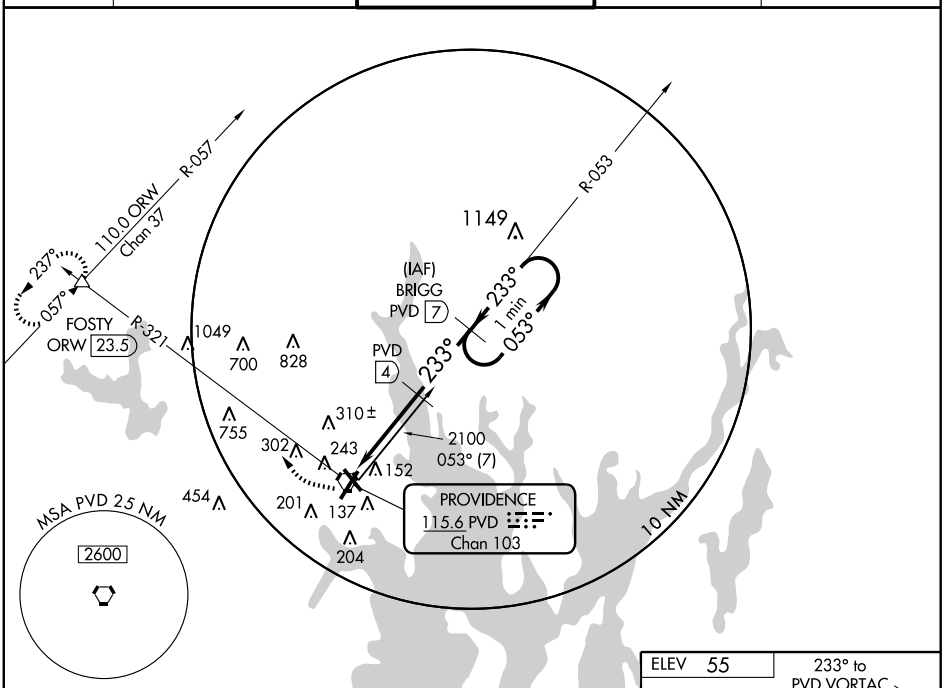
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

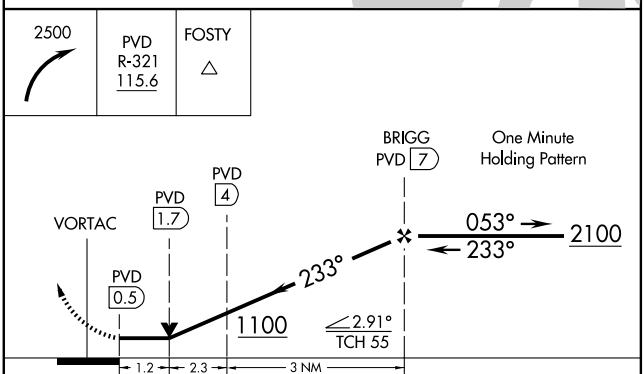
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

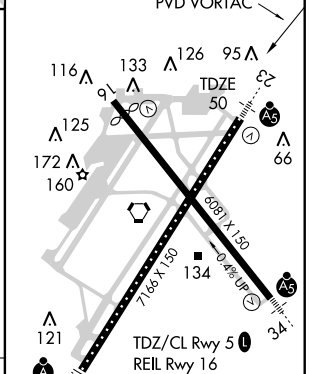
MALSR A5

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 440/40 390 (400-¾) | | | 440/50 390 (400-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy ldg | 6081 |
|---|---|---|---|
| 115.6 | 327° | TDZE | 51 |
| Chan 103 | | Apt Elev | 55 |

# VOR/DME RWY 34

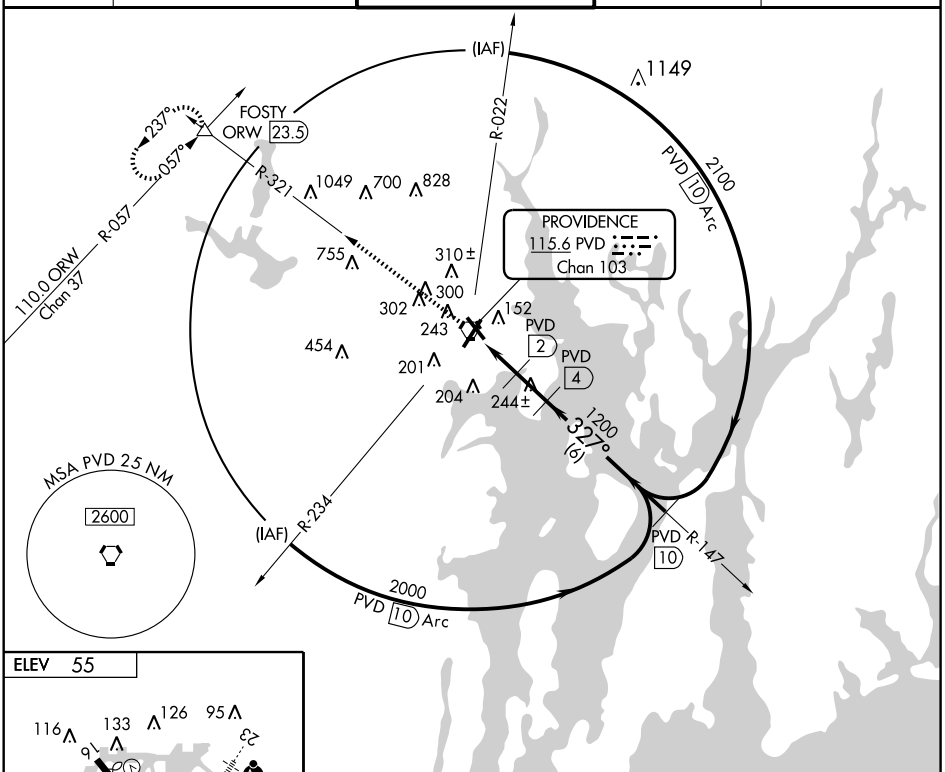
## PROVIDENCE/ THEODORE FRANCIS GREEN STATE (PVD)

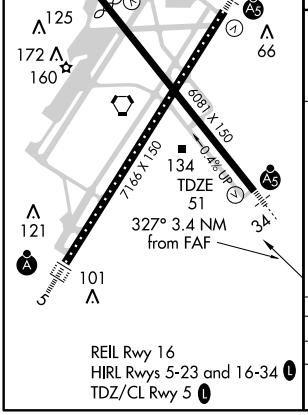
Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000.

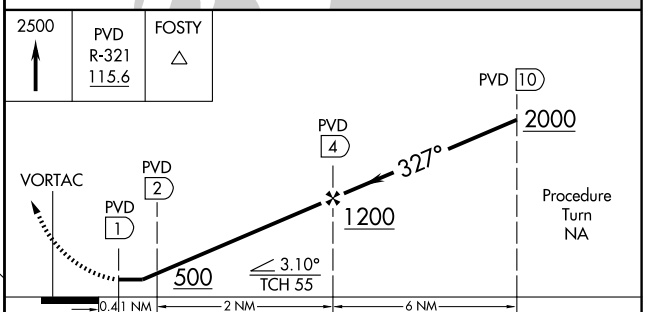
MALSR A5

MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 420/50 369 (400-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD 115.6 Chan 103 | APP CRS 045° | Rwy ldg 7166 TDZE 53 Apt Elev 55 |
|---|---|---|

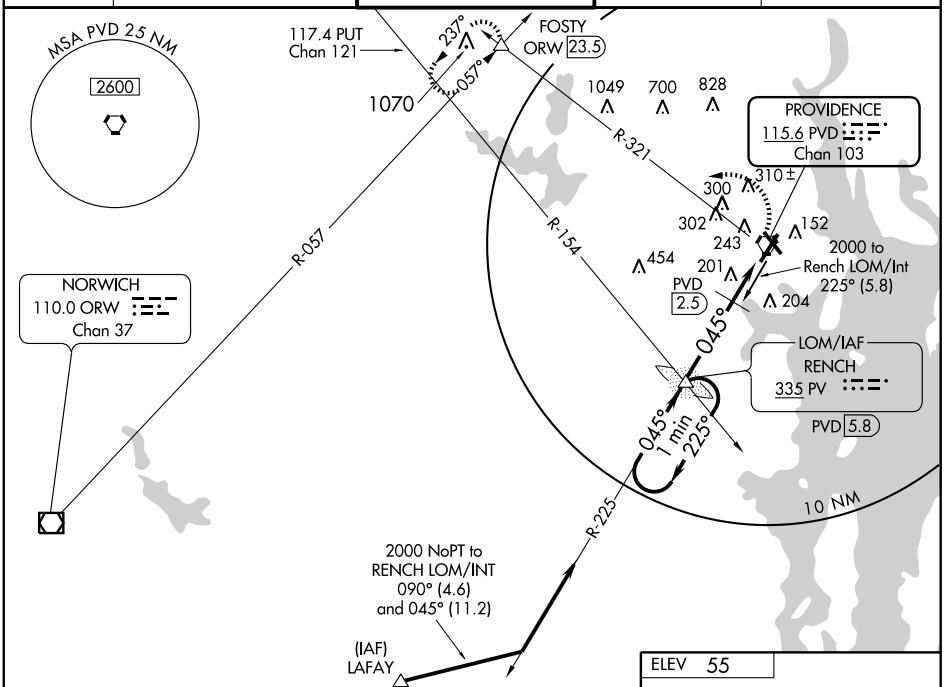
# VOR RWY 5

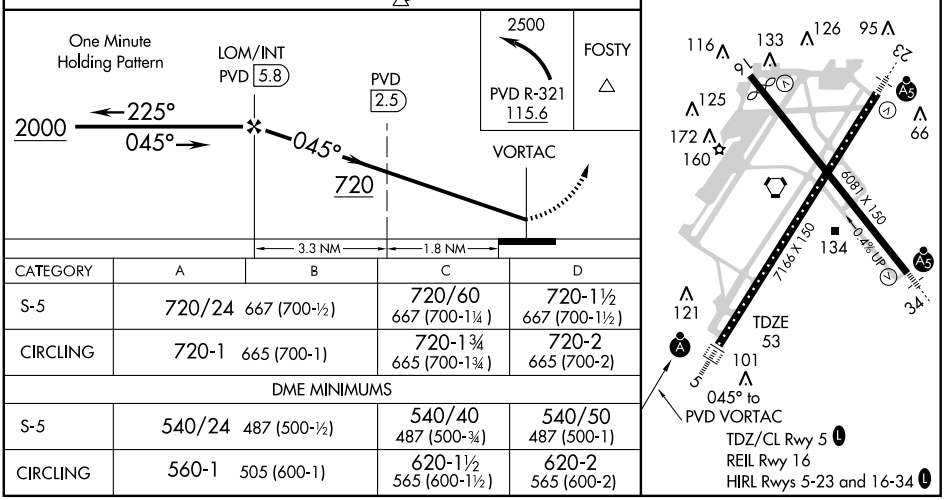
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

ALSF-2

MISSED APPROACH: Climbing left turn to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 720/24 | 667 (700-½) | 720/60 667 (700-1¼) | 720-1½ 667 (700-1½) |
| CIRCLING | 720-1 | 665 (700-1) | 720-1¾ 665 (700-1¾) | 720-2 665 (700-2) |
| DME MINIMUMS | | | | |
| S-5 | 540/24 | 487 (500-½) | 540/40 487 (500-¾) | 540/50 487 (500-1) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD 115.6 Chan 103 | APP CRS 327° | Rwy ldg 6081 TDZE 51 Apt Elev 55 |
|---|---|---|

# VOR RWY 34

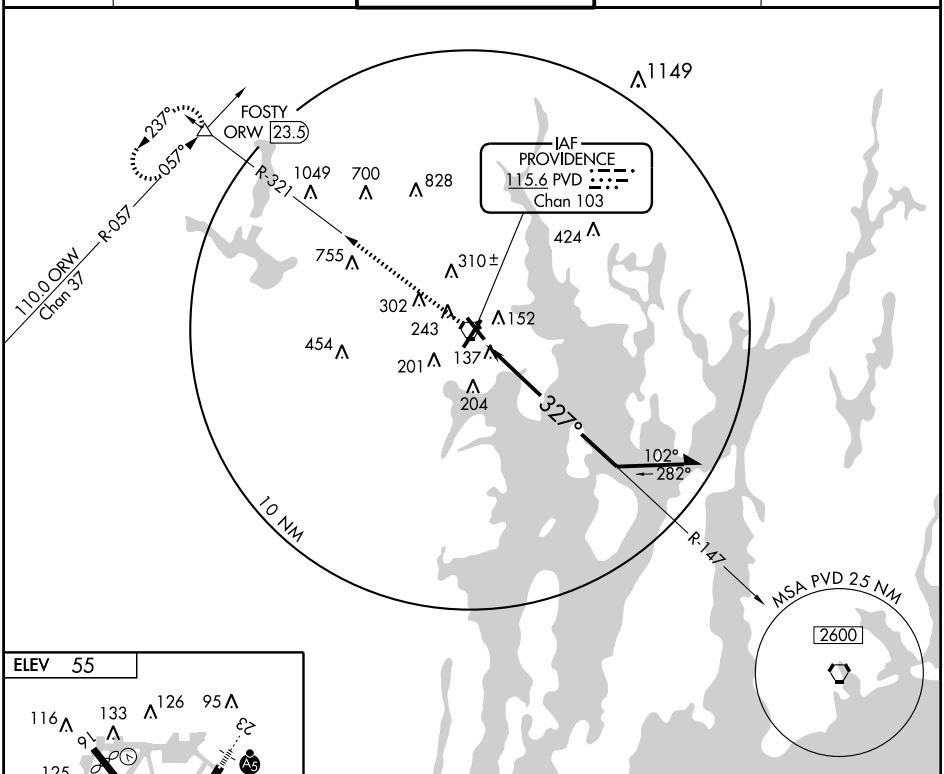
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

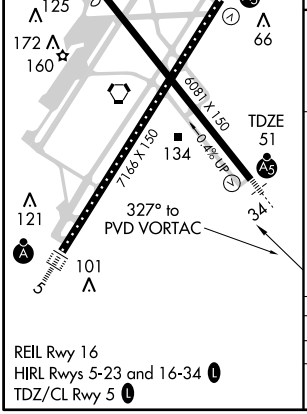
T Inoperative table does not apply to Cats A and B.

MALSR

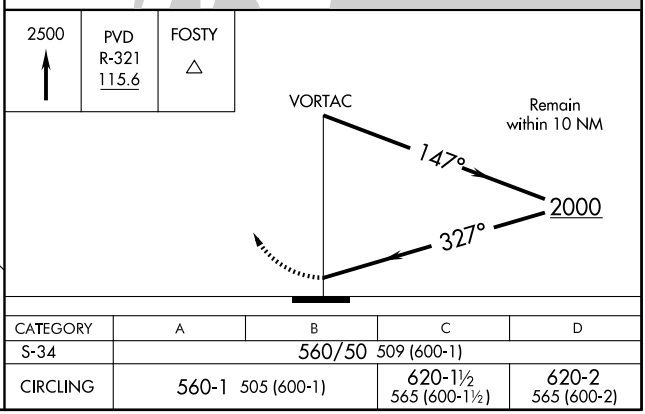
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 560/50 509 (600-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## WESTERLY STATE (WST) 2 SE UTC−5(−4DT) N41°20.98′ W71°48.20′ NEW YORK

81 B S4 **FUEL** 100LL, JET A NOTAM FILE WST L–33C, 34I

**RWY 07–25:** H4010X100 (ASPH–GRVD) S–30, D–60 MIRL 0.7% up NE IAP

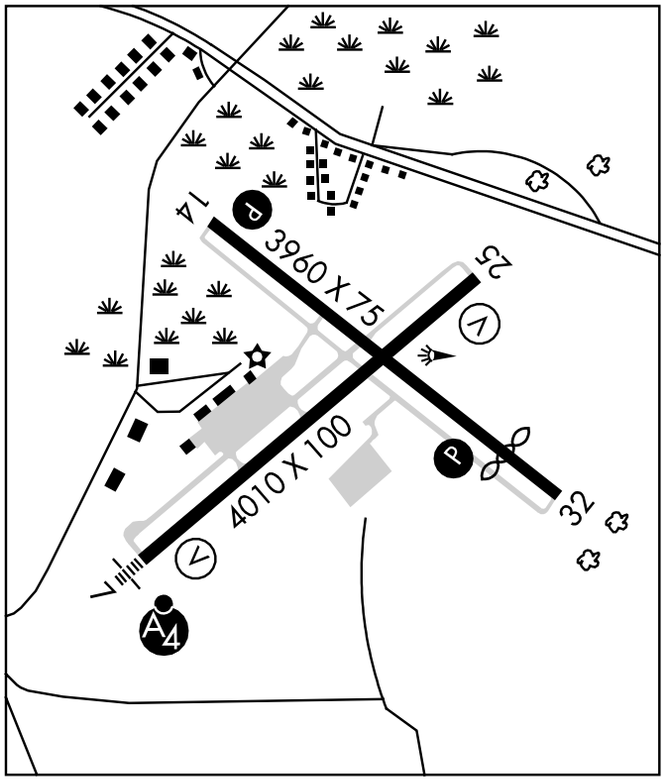
**RWY 07:** MALSF. VASI(V4R)—GA 3.6°TCH 56′. Trees.

**RWY 25:** REIL. VASI(V2L)—GA 3.0°TCH 26′. Trees.

**RWY 14–32:** H3960X75 (ASPH) S–12.5 MIRL 0.6% up SE

**RWY 14:** PAPI(P4L)—GA 4.0° TCH 40′. Trees.

**RWY 32:** PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 750′. Trees.




**AIRPORT REMARKS:** Attended 1300–2130Z‡. Self svc 100LL fuel avbl 24 hrs. Deer and birds on and invof arpt. Rwy 07–25 is the preferred calm wind rwy. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–596–2357. Arpt located in noise sensitive area and populated areas to the south and west should be avoided. Noise abatement procedures in effect contact arpt manager at 401–596–2357. Banner tow ops on airfield and below 1000′ along southern coast of Rhode Island. ACTIVATE MIRL Rwy 07–25 and Rwy 14–32, MALSF Rwy 07 and REIL Rwy 25, Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32 —CTAF. Overnight parking fee. Ldg fee for commercial and non Rhode Island registered acft.

**WEATHER DATA SOURCES:** ASOS 132.375 (401) 596–9543.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **PROVIDENCE APP/DEP CON** 119.45 (S of ORW) (1045–0500Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.

**GROTON (T) VOR/DME** 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 098° 11.3 NM to fld. 20/14W.

**ILS/DME** 108.9 I–RLS Chan 26 Rwy 07. LOC only. LOC unmonitored.

## WEST KINGSTON

### RICHMOND (Ø8R) 3 W GMT–5(−4DT) N41°29.37′ W71°37.24′ NEW YORK

130 B S4 **FUEL** 100LL TPA—1130(1000) NOTAM FILE BDR

**RWY 11–29:** H2129X30 (ASPH) LIRL (NSTD)

**RWY 11:** Trees. **RWY 29:** TRCV (TRIL)–GA 5.5°. Thld dsplcd 130′. Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Ultralights on and invof arpt. Deer and birds on and invof arpt. Rwy 11 CLOSED ngts. Rwy 11–29 +15′ trees 45′ N of centerline. +40′ drop–off 150′ from Rwy 29 end. +10′ drop–off 200′ from Rwy 11 end. Numerous perpendicular cracks and surface irregularities full length of rwy. Rwy 11–29 NSTD LIRL located 30′ from edge of pavement. Rotating bcn OTS indef. Rwy 29 dsplcd thld lgtd and marked with white bar and number. ACTIVATE LIRL Rwy 11–29 and windsock lgts—CTAF.
ACTIVATE LIRL Rwy 11–29 and windsock lgts.—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

| LOC I-RLS | APP CRS | Rwy ldg | 4010 |
|---|---|---|---|
| 108.9 | 068° | TDZE | 76 |
| Chan 26 | | Apt Elev | 81 |

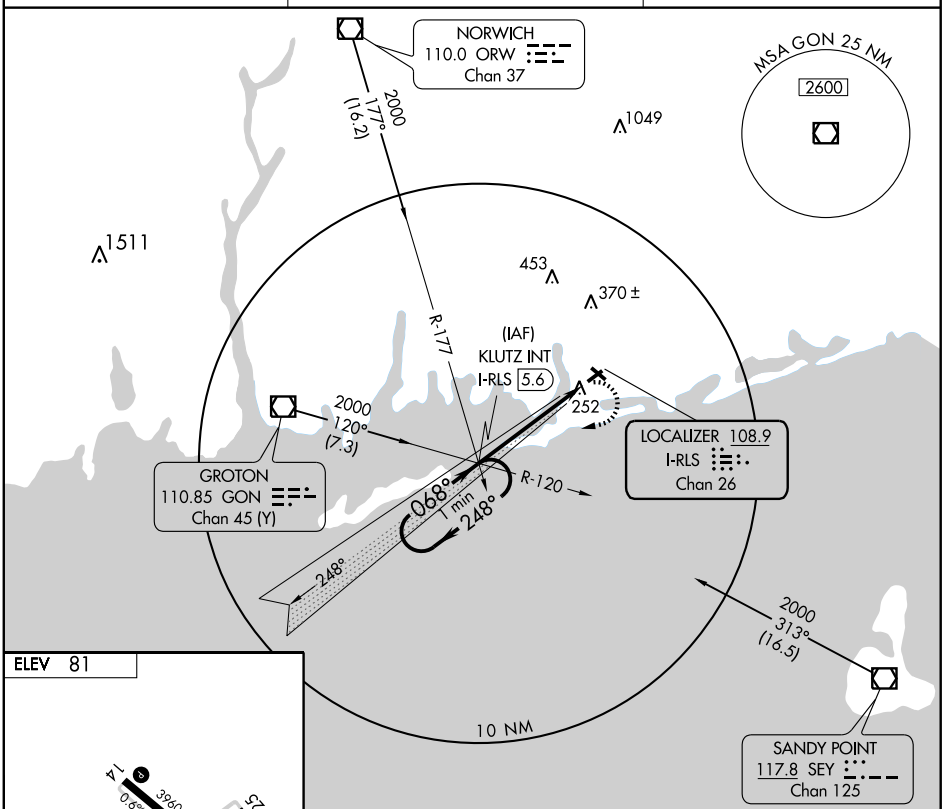
# LOC RWY 7
## WESTERLY STATE (WST)

NA — Inoperative table does not apply.

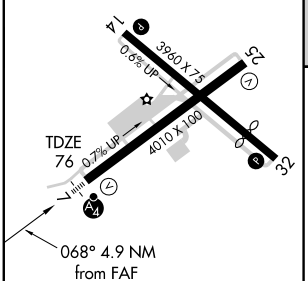
MALSF

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ Int/I-RLS 5.6 DME and hold.

| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.375 | 119.45 319.2 | 123.0 (CTAF) L |



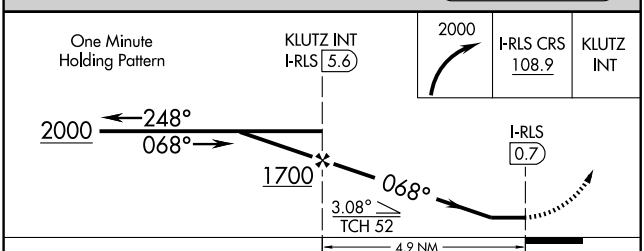

ELEV 81




068° 4.9 NM from FAF

REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 500-1 424 (500-1) | | 500-1¼ 424 (500-1¼) | |
| CIRCLING | 580-1 499 (500-1) | | 580-1½ 499 (500-1½) | 720-2 639 (700-2) |



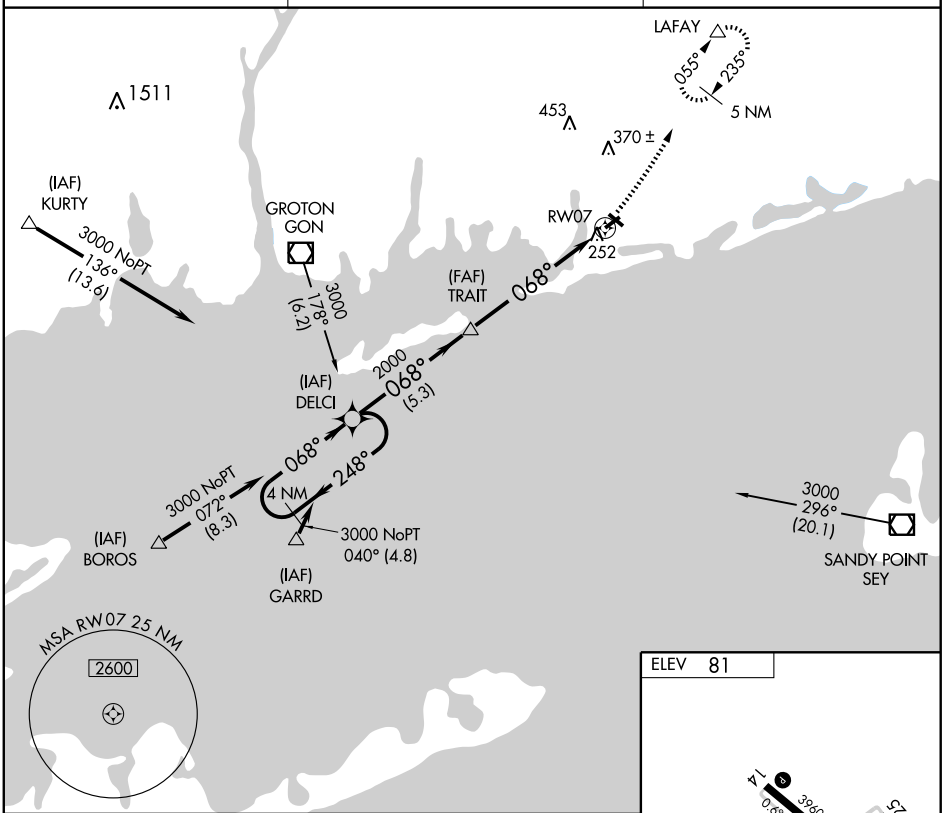
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

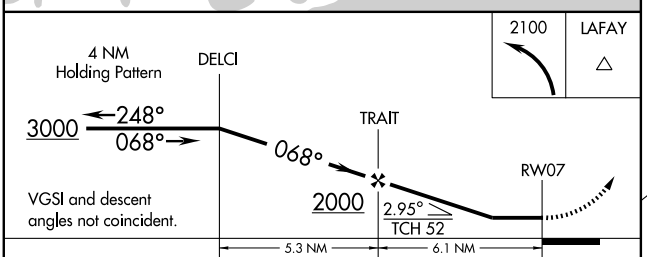
| APP CRS | Rwy ldg | 4010 |
|---|---|---|
| 068° | TDZE | 76 |
| | Apt Elev | 81 |

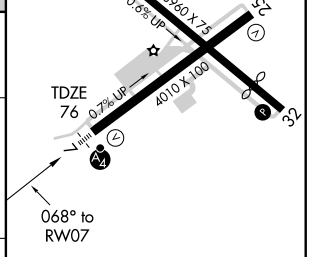
# RNAV (GPS) RWY 7
## WESTERLY STATE (WST)

| | | |
|---|---|---|
| NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. | MALSF | MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold. |

| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.375 | 119.45 319.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 444 (500-1) | | 520-1¼ 444 (500-1¼) | 520-1½ 444 (500-1½) |
| CIRCLING | 580-1 499 (500-1) | | 580-1½ 499 (500-1½) | 720-2 639 (700-2) |

REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010